LY 6, 1953

Pan American Congress Prizes . . . p. 9

RAILWAY AGE NEWS ISSUE

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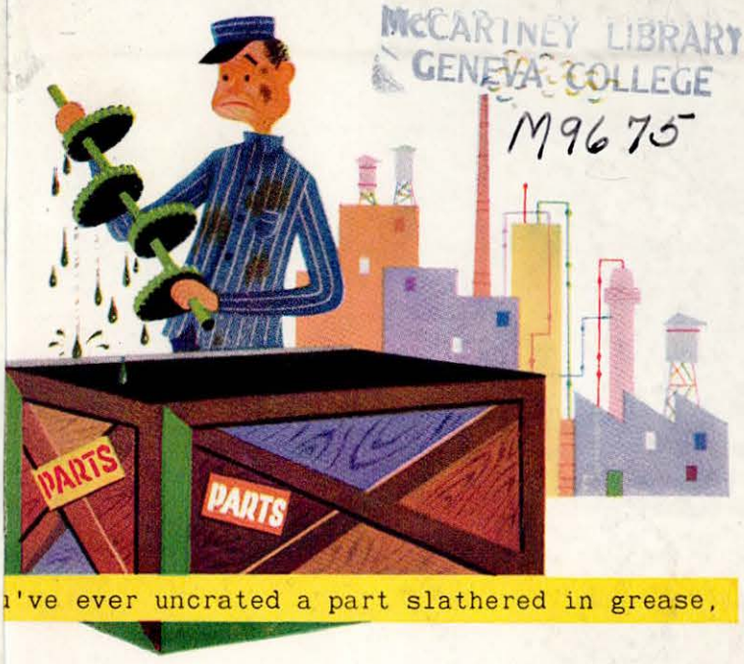

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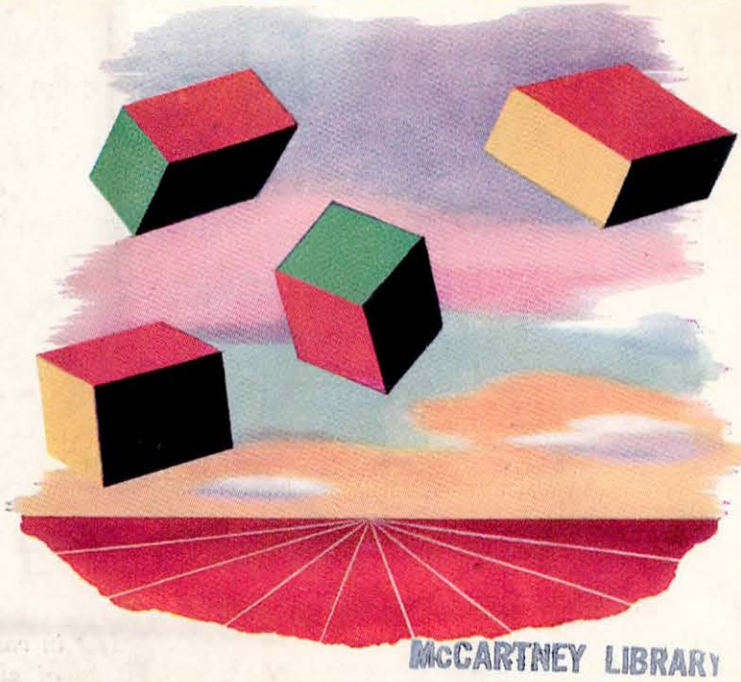

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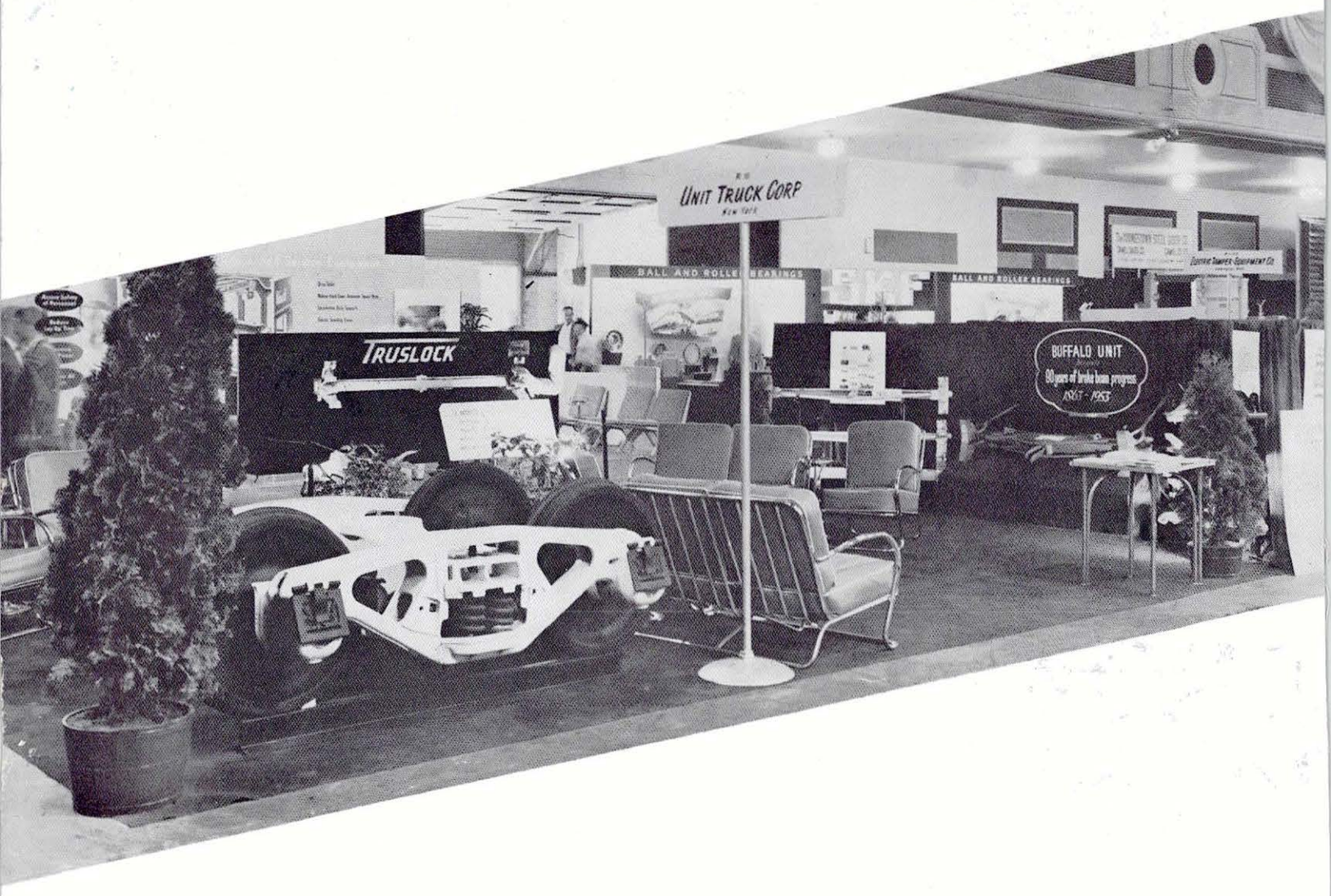


Thanks! Gracias!

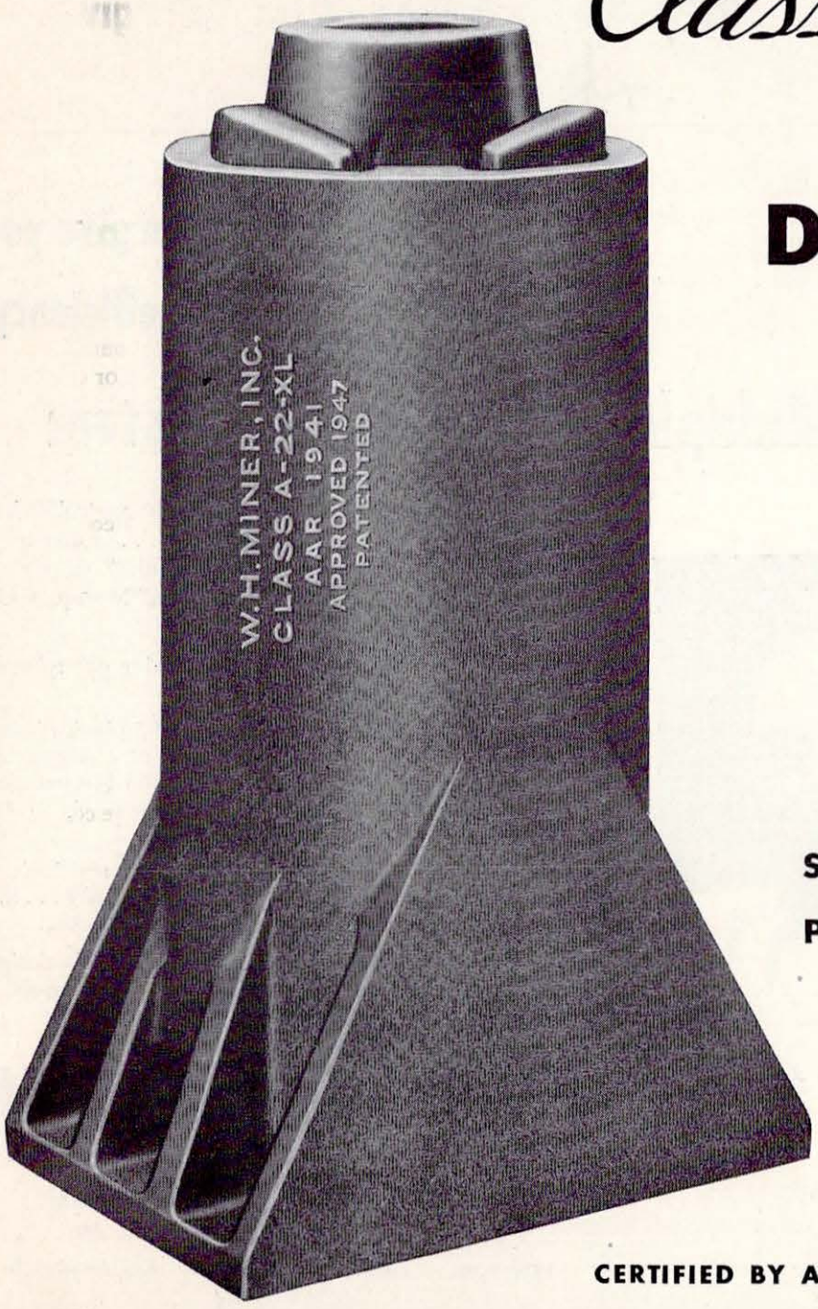
To the host of railroad men at the AAR-PARC-RSMA Convention who came in to see our NINETY YEARS OF BRAKE BEAM PROGRESS, thanks a million for your interest and many expressions of good will. We were happy indeed to have you aboard.

And to the thousands who wanted to come, but had to stay on the job to keep the wheels rolling, you missed the greatest convention in the history of our industry. Better luck next time!

P.S. Just in case you didn't notice—23 out of 27 freight cars of all types at the Atlantic City Convention were equipped with Unit Trucks.

BUFFALO BRAKE BEAM COMPANY **UNIT TRUCK CORPORATION**

MINER



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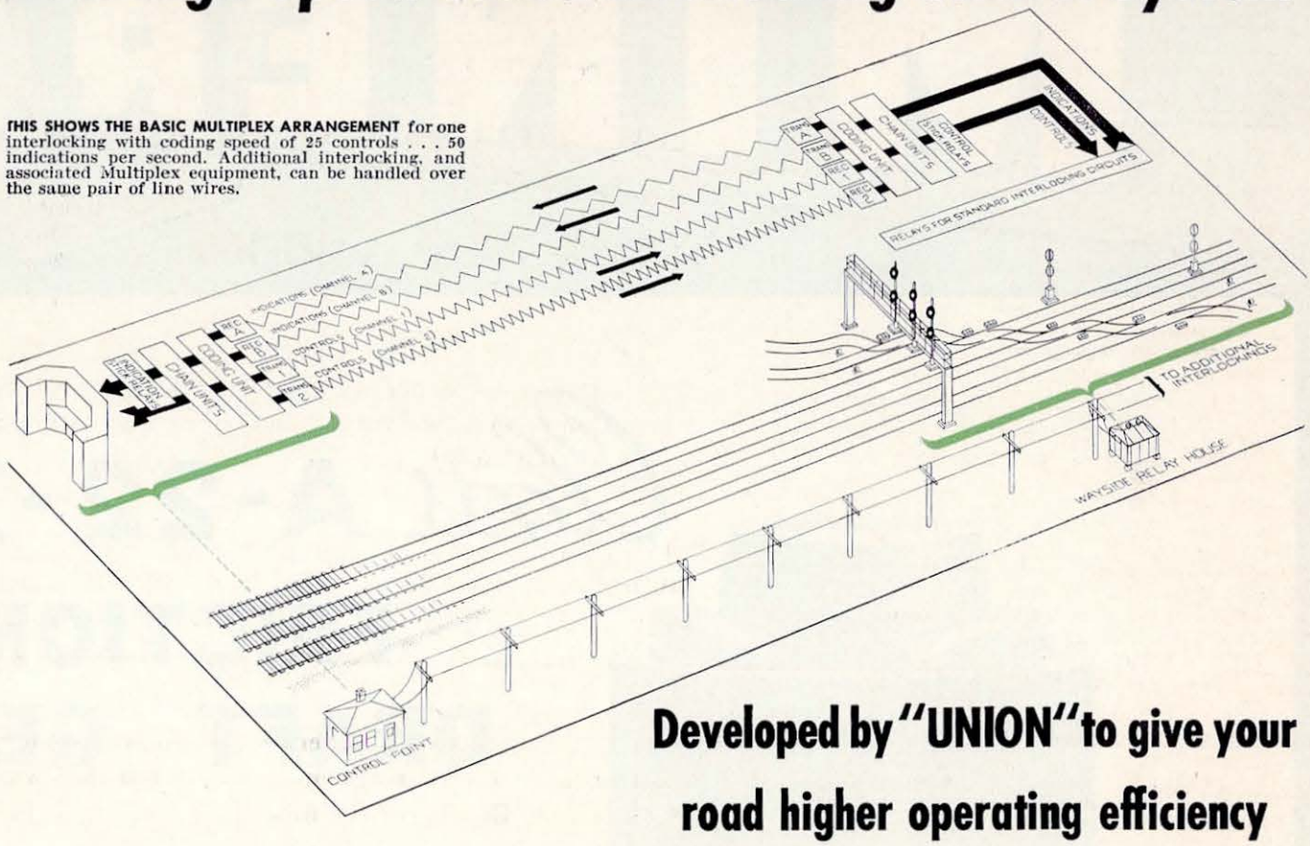

THIS SHOWS THE BASIC MULTIPLEX ARRANGEMENT for one interlocking with coding speed of 25 controls . . . 50 indications per second. Additional interlocking, and associated Multiplex equipment, can be handled over the same pair of line wires.

Developed by "UNION" to give your road higher operating efficiency

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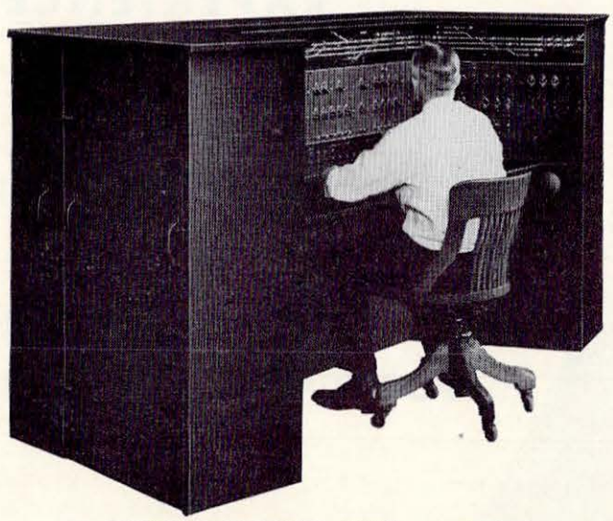

THE MULTIPLEX CODE CONTROL SYSTEM uses standard Style C or UR control machines.

ARE you planning to build a new remotely-controlled interlocking . . . modernize an older one . . . or consolidate present interlockings for greater economies? If you are, consider these features of the new "Union" Multiplex Code Control System:

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- Each code can contain complete control and indication information for all functions at the interlocking . . . therefore a complete route can be set up with one code.

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July 6, 1953 NEWS ISSUE Vol. 135, No. 1

Week at a Glance

The VIII Pan American Railway Congress, which drew some 200 delegates and visitors from this country and an equal number from Latin American Nations, closed at Atlantic City June 25. **9**

That Another Atlantic City Exhibit and convention can be justified in "perhaps five years," is the "rough guess" of C. P. Whitehead, newly elected president of the Railway Supply Manufacturers' Association. **10**

Higher Mail Pay—at least 45 per cent, and perhaps more—is sought by the railroads in a petition just filed with the Interstate Commerce Commission. **12**

A "Troop" Movement comparable to those of World War II will take place this month, when the railroads will carry some 38,000 Boy Scouts from all parts of the country to Santa Ana, Cal. **13**

FORUM: "A Highly Successful Exhibition" is the only comment which can possibly be made, in retrospect, on the Atlantic City meetings, week before last. **21** (also see **11**)

How Would You Interpret car service rules? There's a chance to try your skill in this issue's transportation department Question and Answer page. **22**

BRIEFS

Effective Date of the I.C.C.'s Ogden Gateway decision has been postponed from August 8 to October 7. The Union Pacific and seven other roads have filed suit in federal district court to enjoin and annul the commission ruling.

"You Shouldn't Have to Buy the Rope you're being hanged with," the New York Central said, in filing suit

Current Statistics

Operating revenues, four months	
1953	$ 3,501,192,177
1952	3,435,448,760
Operating expenses, four months	
1953	$ 2,653,394,534
1952	2,678,005,421
Taxes, four months	
1953	$ 422,061,274
1952	409,237,750
Net railway operating income, four months	
1953	$ 353,261,897
1952	291,319,179
Net income, estimated, four months	
1953	$ 264,000,000
1952	197,000,000
Average price railroad stocks	
June 30, 1953	63.82
July 1, 1952	64.29
Car loadings revenue freight	
Twenty-five weeks, 1953	18,110,176
Twenty-five weeks, 1952	17,889,445
Average daily freight car surplus	
June 27, 1953	15,669
June 28, 1952	17,305
Average daily freight car shortage	
June 27, 1953	5,459
June 28, 1952	5,447
Freight cars delivered	
May 1953	6,582
May 1952	6,857
Freight cars on order	
June 1, 1953	57,345
June 1, 1952	103,910
Freight cars held for repairs	
June 1, 1953	94,321
June 1, 1952	100,854
Average number of railroad employees	
Mid-May, 1953	1,217,472
Mid-May, 1952	1,242,922

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Week at a Glance CONTINUED

against the city of Detroit to recover $19,606 which the railroad had been forced to pay toward the cost of building an extra-heavy-duty road for the convenience of its truck competitors. Purpose of the road was admittedly to give trucks a better route; but because it borders NYC tracks for about half a mile, the city sent the railroad—which doesn't use the highway—a bill for part of the cost of widening and paving.

A New Type of Truck Axle, which would reportedly increase pay loads by from five to seven tons per truck within size and axle-weight limitations now in effect, is said to have been developed by the Chain Belt Company of Milwaukee. The new axle would be installed behind existing front wheels, converting six-wheel trucks to eight-wheel units; giving an additional front load-carrying axle, and providing four-wheel steering.

How Government Behaves As a Competitor was pointed up just recently in Canada, when the federal cabinet turned down an application from Canadian Pacific Air Lines for a Montreal-Vancouver air freight certificate, in order to retain exclusive transcontinental air freight rights for the government owned Trans-Canada Air Lines.

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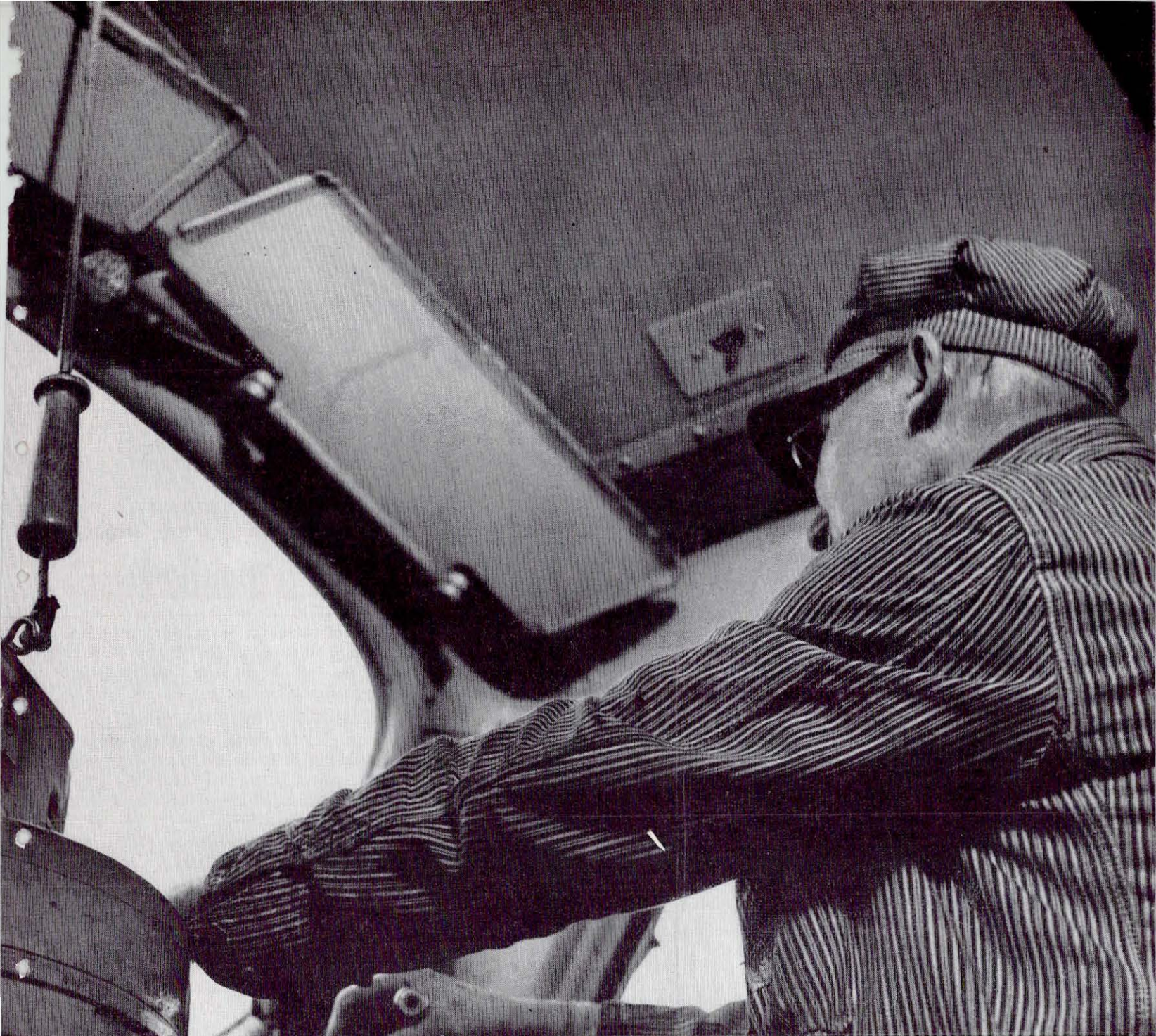

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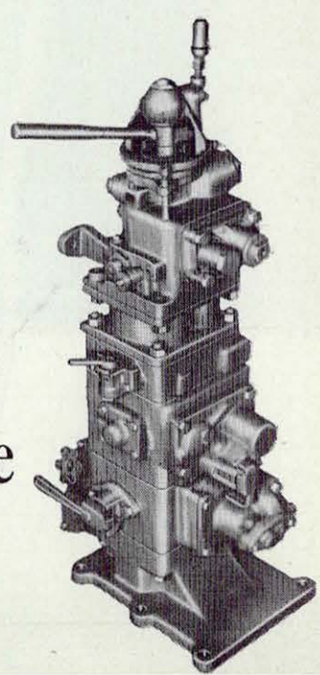

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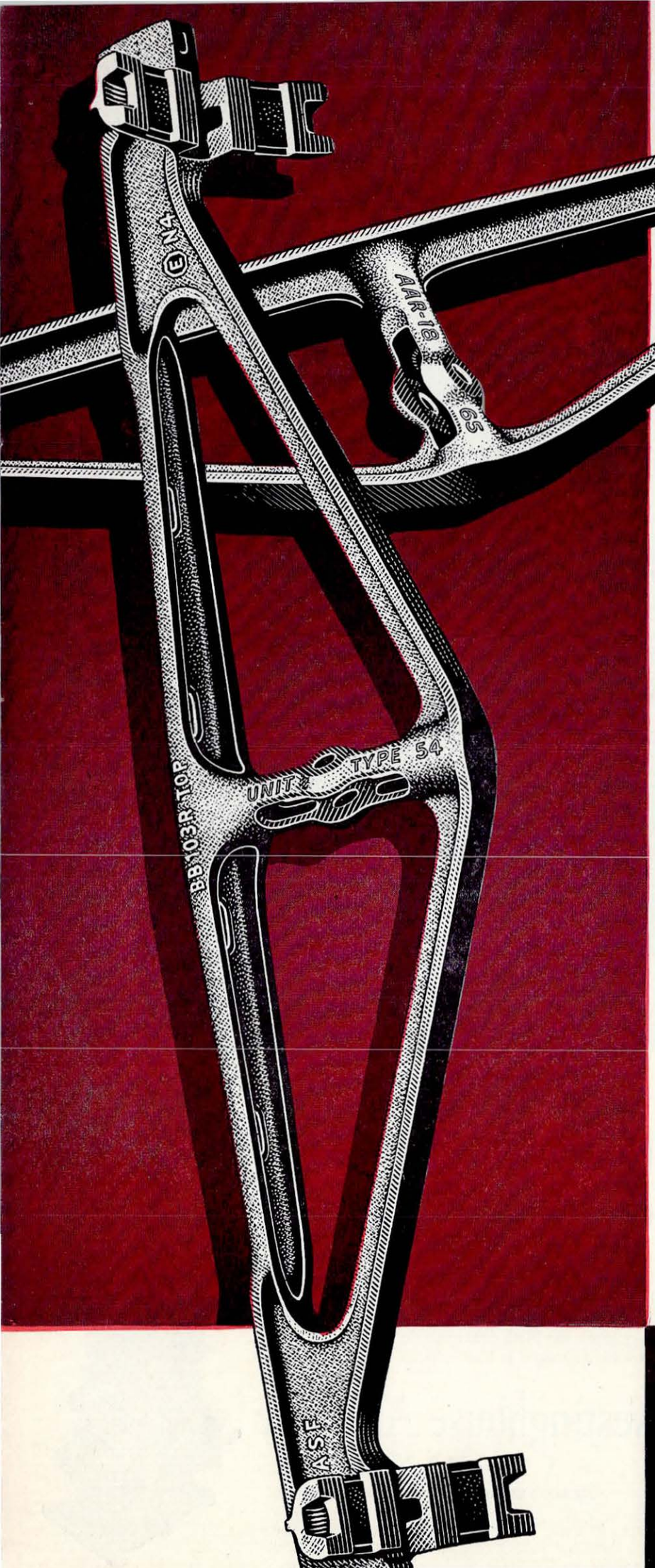

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Like modern side frames that replaced the built-up arch bar . . .

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Pan American Prizes Awarded

Eighth international congress concludes two-week-long meeting with luncheon at Atlantic City

The VIII Pan American Railway Congress wound up its two-week meeting on June 25 at a luncheon at Atlantic City, at which the congress' prize jury presented its report, and certificates were given to prize winners. Over 400 delegates and visitors attended the congress, approximately half of them from outside the United States. At the closing luncheon, attended by approximately 500 delegates and guests, entertainment was provided by Gordon MacRae, singing star of the "Railroad Hour," Association of American Railroads' radio program. A.A.R. President W. T. Faricy introduced Mr. MacRae.

The congress completed most of its formal docket of business at its Washington sessions—held June 12-20. The delegates moved to Atlantic City on June 21 on a special train provided by the Pennsylvania, and thereafter merged their activities with those of the A.A.R. and the Short Line Association. The congress' only separate session at the seashore was a brief closing meeting, just preceding the final luncheon.

In all, the congress received and deliberated on 168 papers submitted to it—and recommended publication of a substantial percentage of them, approximately half of which were submitted by U.S. railroad men.

Asks "Coordination" Conference

The delegates voted unanimously to hold the next (ninth) Pan American Railway Congress in Buenos Aires, probably in March or April, 1956.

In addition to its deliberation on papers submitted (for which purpose the congress was divided into six sections designated A, B, C, D, E and F), a resolution was adopted suggesting to the Organization of American States the calling of an international conference on transport coordination. Mexico was suggested as the place for such a conference and next November as the date. This resolution came as the result of a suggestion from Carlos Lazo, Mexico's Secretary of Communications and Public Works, who headed Mexico's delegation to the congress.

On the question of publishing papers recommended for publication by the congress, delegates voted unanimously to empower the prize jury to determine what form this publication should take, i.e., whether in official proceedings, in the periodical bulletin of the congress association, or in some other manner.

Executive Secretary J. Nuñez Brian, of the permanent commission, submitted lists of changes in personnel of national commissions of various countries in the association. The only changes in the U.S. national commission are replacement by Commerce Secretary Weeks and Assistant State Secretary Cabot of their Democratic counterparts from the Truman administration, who resigned. Other members of the U.S. commission remain unchanged: Chairman W. T. Faricy (president, A.A.R.); J. M. Hood (president, American Short Line Railroad Association); Professor George P. Baker, of Harvard; Arlon Lyon (executive secretary, Railway Labor Executives' Association); I.C.C. Commissioner Mahaffie; and James G. Lyne (editor, *Railway Age*), with W. S. Abernathy of the Commerce Department as secretary.

In the social and sightseeing program which paralleled its business sessions throughout, congress delegates visited Potomac yard and Baltimore, where they and their ladies were guests of the Baltimore & Ohio at a dinner; and were entertained at tea at the White House by President and Mrs. Eisenhower on June 18. The A.A.R. had a dinner for the congress on June 13. At Washington and Atlantic City, the principal spokesman for the group on numerous occasions was Atilio Cappa, of Buenos Aires, acting president of the permanent commission of the association, who spoke of his high regard for the initiative of U.S. railroad men and of his appreciation of the mutual understanding which obtains among railroad men, regardless of language differences.

Prize Awards

Awards by the prize jury were as follows:

$2,000—offered by the organizing committee for the best paper showing "originality of thought and approach in development of a practical and workable contribution toward solution of a significant railroad problem"—Paper No. 136, Section E, "A Rate System Best Adapted to the Public Interest in View of Competition Among the Various Methods of Transportation," by A. D. López Hidalgo, general freight and passenger agent, Hershey Cuban Railway.

25,000 Argentine pesos—the Santiago Brian award—Paper No. 62, Section B, "History, Development, Operation and Performance of Diesel Locomotives on the Sante Fe Railway," by T. T. Blickle, mechanical superintendent, AT&SF, Los Angeles.

15,000 Argentine pesos—offered by the Argentine government for the best paper in Section C—Paper No. 119, "Study on Railway Approach to the Capital," by Pedro Andrés Puky of Argentina.

10,000 Argentine pesos—offered by the Argentine government for the best paper in Section F—Paper No. 153, "Railways and the Five-Year Plan," by Lino Camaño of Argentina.

"Ingeniero Enrique Chanourdie Award" (medal and diploma)—Paper No. 30, Section A, "Economic Study of the Mexico-Tuxpan Railway," by J. de J. Sánchez de Aparicio, chief of the department of studies and projects in Mexico's ministry of communications.

$1,000—Eric V. Hauser Memorial Award (donated by Mr. Faricy)— Paper No. 28, Section A, "Compensation for Curves on Gradients When Rail Lubricators Are Used," by Carlos Vignolo Murphy, supervising civil engineer, Peruvian Corporation (Peru).

$1,000—donated by U.S. Steel—Paper No. 107, Section A, "Features in Selection of Weight of Rail for New or Rehabilitated Lines," by C. J. Code, engineer of tests (maintenance of way), Pennsylvania.

$1,000—offered by the organizing committee—Paper No. 166, Section B, "Electrification Plans for the State Railways," by Mario Merino, electrical engineer, Chilean State Railways.

$1,000—offered by Electro-Motive Division of General Motors Corporation—Paper No. 23, Section B, "Diesel-Electric Locomotives for Economic Advancement of Argentine Railways," by Atilio Cappa, acting president of the Permanent Commission, P.A.R.C. Association, Buenos Aires.

$1,000—offered by National Malleable & Steel Castings Co.—Paper No. 103, Section B, "Development and Standardization of Freight and Passenger Draw Gear Assemblies," by H. W. Faus, consulting engineer, locomotive equipment, New York Central.

$1,000—offered by American Locomotive Company—Paper No. 124, Section B, "Dieselization of the Former Central Uruguayan Railway," by Antonio de Anda, chief mechanical engineer, Uruguayan State Railways.

$1,000—offered by International General Electric Company—Paper No. 60, Section B, "Economics of Railway Electrification," by H. T. Cover, assistant vice-president (operation) and chief of motive power, PRR.

$1,000—offered by the organizing committee for the best paper in Section C—Paper No. 66, "Railroad Use of Radio Communication," by F. H. Menagh, superintendent communications, Erie.

$1,000—offered by the organizing committee for the best paper in Section D—Paper No. 54, "Time Saving Through Use of Modern Accounting and Calculating Devices," by A. R. Seder, vice-president, A.A.R.

$1,000—offered by the organizing committee for the best paper in Section F—Paper No. 154, "Statement in Defense of Railroads in Terms of Coordinated Communications Planning," by Miguel Es-

pinosa Zapien and Angel F. Oruesagasti of Mexico.

$1,000—offered by the organizing committee for the best paper in Section F—Paper No. 135, "Overall Planning of the Railway System of Bolivia," by Eudoro Galindo Quiroga of Bolivia.

Prizes ascribed above to the organizing committee were made possible by a fund to which the following companies (in addition to those whose names are given in connection with specific prizes) contributed: American Railway Car Institute; American Short Line Railroad Association; American Steel Foundries; Baldwin-Lima-Hamilton Corporation; Buckeye Steel Castings Company; Budd Company; Cardwell Westinghouse Company; Colorado Fuel & Iron Corp.; General Railway Signal Company; Great Lakes Steel Corporation; Inland Steel Company; Magnus Metal Corporation; W. H. Miner, Inc.; Pressed Steel Car Company; Scullin Steel Company; Standard Railway Equipment Manufacturing Company; Symington-Gould Corporation; and Westinghouse Air Brake Company.

Honorable Mentions

In addition to the prizes, honorable mention was given by the prize award jury to papers by Aristobulo Videla (Argentina); G. M. O'Rourke (assistant engineer, m. of w., Illinois Central); J. H. Aydelott (vice-president, A.A.R.); Kenneth Cartwright (consulting engineer, New York, New Haven & Hartford); Attila do Amaral (Brazil); Julio Vargas Zepeda (Mexico); Barton P. Phelps (engineer shop extension, AT&SF); Rodolfo Fernando Vago (Argentina); H. M. Rainie (vice-president, Boston & Maine); Edmund A. Nightingale (University of Minnesota); Miguel Sandoval (Mexico); J. Augusto Murgueytio D. (Ecuador); Guillermo Barragan Lemos (Colombia); and W. T. Faricy.

Certificates of merit were awarded to the Paulista Railway Company (Brazil); Philip R. Mueller (special engineer, B&O); J. L. Barngrove (assistant to president, Delaware, Lackawanna & Western); R. W. Harbeson (University of Illinois); C. Clarence Horton (Uruguay); and the Union of Railway Workers of Mexico.

The prize award jury was headed by Agustin Goytisolo (head of the Cuban delegation) as chairman, with other members as follows: Dr. L. K. Sillcox, of the New York Air Brake Company; Professor R. Gil Montero (Argentina); Julio Zenón Suarez, chief of shops of the General Belgrano State Railway (Argentina); Vincente de Britto Pereira Filho, director general of the National Railways of Brazil; Ricardo Gómez Gavazzo, director of administration, Uruguayan State Railways; Manual Buen Abad, chief of technical department, National of Mexico; Andrés Reverón Larré (Venezuela); and Carlos Vignolo Murphy (Peru). Miss Maria Dolores Quiroga (Argentina) was secretary of the jury.

The editor of this paper, James G. Lyne, was chairman of the congress and Loyd J. Kiernan, of the A.A.R.'s public relations department, was executive secretary. The official U.S. delegation to the congress was headed by President Faricy of the A.A.R. and included President J. M. Hood of the Short Line Association; Arlon E. Lyon, executive secretary of the Railway Labor Executives Association; Interstate Commerce Commissioner C. D. Mahaffie; Richard M. Connell of the U.S. Embassy staff at Buenos Aires; C. W. Floyd Coffin, president of the Railway Supply Manufacturers Association; Assistant State Secretary John M. Cabot; Professor George P. Baker of Harvard; Mr. Lyne; Commerce Secretary Sinclair Weeks; and Chauncey O. Rowe, president of the State Department's Institute of Interamerican Affairs.

The congress was conducted under the auspices of the State Department's division of international conferences, which, under direction of Richard S. Wheeler, handled a large quantity of bilingual secretarial duties; and the State Department's simultaneous translation service practically eliminated any handicap from language differences. Dr. Herbert Ashton of the Commerce Department and H. H. Kelly of the State Department were other government officers actively associated with the work of the congress.

The entertainment committee for the congress was headed by President Harry A. De Butts of the Southern, with B. E. Young, assistant to president, in active charge owing to the absence of Mr. De Butts in Europe. Mrs. John W. Barriger (wife of Vice-President John Barriger of the Chicago, Rock Island & Pacific), was chairman of entertainment for the ladies. Local transportation was under the chairmanship of President R. B. White of the B&O, his deputies on the job being J. A. Lewis, division passenger agent, and Lloyd W. Baker, freight traffic manager. Chairman of the committee in charge of transportation to Atlantic City was President Walter S. Franklin of the PRR, whose deputy was J. V. Sowers, general passenger agent.

Other Committees

President Wayne Johnston of the Illinois Central was chairman of the reception committee and named Oliver J. Williford, foreign freight traffic manager, as his deputy; this committee functioned bilingually, having as its members representatives of U.S. railroads in Latin America and their wives.

President Joseph A. Fisher of the Reading was chairman of the committee in charge of the Atlantic City luncheon, and his deputy was W. S. Cooke, district passenger agent. Professor George P. Baker was chairman of the committee on educational relations, and C. W. Floyd Coffin of the manufacturers' relations committee. Arlon E. Lyon was chairman of the labor relations committee and Albert R. Beatty, of the A.A.R., was chairman of the publicity committee. Dr. Sillcox headed the papers committee. Mr. Goytisolo, of the Cuban delegation, came to Washington several months ago and put in full time during the intervening period, especially in processing the many papers the congress had to consider, in two languages.

Whitehead New R.S.M.A. President

Predicts next big exhibit in five years; Coffin reports 1.6 ratio of supply men to railroaders—best on record

"I think everybody recognizes the success of this convention; I think Mr. Faricy and the Association of American Railroads have done a fine job in promoting railroad attendance."

Thus did C. W. Floyd Coffin, the man with top responsibility for the $20-million, 200-company railroad equipment exhibit at the Atlantic City conventions of 1953 declare his opinion, as the big show drew to a close on June 26, at the annual meeting of the Railway Supply Manufacturers Association, of which he was the retiring president. Mr. Coffin, who is vice-president—sales of the Franklin Railway Supply Company, announced that a resolution would go forward from the R.S.M.A. to W. T. Faricy, president of the A.A.R., expressing the appreciation of the railway suppliers for that association's efforts to build interest in attending the conventions and viewing the exhibits.

In reviewing registration figures, and comparing them with those of the last Atlantic City convention in 1947 (see elsewhere in these pages for final totals) the retiring president pointed out that, this year, the ratio of supply men to railroad men was 1.6—"the most favorable we have ever had" in terms of railroad men attending.

Charles P. Whitehead, president of General Steel Castings Corporation, the newly elected president of R.S.M.A., declared of the Atlantic City exhibition: "I think it can be justified again; this organization should stand ready to put on a show again when it seems desirable—as a rough guess, perhaps five years from now. We want to put it on when we feel we'll get the interest and attendance we had this year."

The new president also urged that the A.A.R. hold its member road meeting at future exhibitions. He thanked

9,075 Registered at Atlantic City Conventions

MAIN EXHIBIT FLOOR was supplemented by displays on lower level and track exhibit, where members of the Mechanical and Purchases & Stores divisions and Electrical Section of the A.A.R. congregated between meetings.

SEEN AT THE CONVENTIONS . . .

Jane Nugent, one of the *pin-on* girls at the Caterpillar Tractor booth, adorns the lapel of J. A. Welsch, superintendent of equipment, IC.

(Left to right) F. M. Nelson, engineer electrical and air conditioning equipment, Union Pacific; Harry Reed, chief mechanical officer, Pullman Company; Henry Urbach, assistant vice-president (mechanical), Burlington; Larry Gillick, vice-president (sales), Vapor Heating Corporation; and Warren Kelly, general purchasing agent, Santa Fe.

Robert S. Macfarlane, president, NP.

H. W. Ward, president of the Illinois Terminal, and C. E. Huntley, secretary-treasurer of the American Short Line Railroad Association.

FINAL REGISTRATION

Railway Supply Manufacturers' Assn. Men	3,589
Mechanical Division	1,270
Purchases & Stores	670
Electrical	218
Guests: Railroad men	683
Others	794
Ladies	1,851
Total	9,075

From St. Louis (left to right): M. R. Cring, assistant to president, Katy; C. P. Whitehead, president, General Steel Castings Corporation; and Donald V. Fraser, president, M-K-T.

the A.A.R. for its help and the Pennsylvania for "going all out" in preparing the area for the track exhibit.

Newly elected as vice-president of R.S.M.A. was William A. Callison, vice-president of the American Locomotive Company at New York, and a member of R.S.M.A.'s executive committee. A. W. Brown remains as secretary-treasurer. F. H. Norton, vice-president in charge of sales of the American Car & Foundry Co., New York, was elected a new member of the executive committee, to succeed Joseph E. Brown, of Magnus Metal Corporation, New York.

Rates & Fares

Roads Seek Higher Mail Pay

I.C.C. asked to approve new increase of "not less than 45 percent" to offset continuing cost increases

The railroads have asked the Interstate Commerce Commission to approve an increase of "not less than 45 per cent" in compensation for transporting United States mail.

Present rates, rules and compensation for mail transport were fixed by the I.C.C. in November 1951. The carriers contend that since that time costs have continued to rise—in 1952 mail revenues totaled $319 million while it cost the roads in excess of $450 million to provide the service.

"It is clear that the level of mail compensation is far below the level of railroad cost," the carriers said in asking the I.C.C. to reopen the 1951 mail-pay case. That proceeding was docketed as No. 9200.

The roads' request for higher mail pay called for a minimum increase of 45 per cent. It asked the commission to grant as much in excess of 45 per cent as data may show the carriers entitled to receive. It asked also that the increase be made effective from the date the application was filed (June 26).

The railroad petition was filed with the I.C.C. one day after Postmaster General Summerfield sent Congress a series of proposals aimed at reducing the postal deficit.

These proposals, including a one-cent increase for non-local first-call mail, are designed to boost Post Office Department revenues by about $240,625,000 a year.

Traffic

Forecast Sees Loadings Up 8 Per Cent

Shipper boards predict that third quarter's business will be that much above last year

Freight carloadings in the third quarter of 1953 are expected to be eight per cent above those in the same period of 1952, according to estimates of the 13 regional Shippers Advisory Boards.

On the basis of these estimates, loadings of the 32 principal commodity groups will be 8,033,202 cars in the third quarter of 1953, compared with 7,441,174 actual loadings for the same commodities in the corresponding period last year.

Nine boards estimate an increase and four a decrease in loadings for 1953's third quarter compared with the like period of 1952.

The tabulation shows actual loadings for each district in the third quarter of 1952, estimated loadings for the third quarter of 1953, and percentage of changes.

The boards expect an increase in the loading of 22 and a decrease in 10 of the commodity groups. Estimated increases range from 54.6 per cent for automobiles and trucks to 0.9 per cent for salt.

Shippers Advisory Boards	Actual Loadings Third Quarter 1952	Estimated Loadings Third Quarter 1953	Per Cent Increase
New England	102,256	97,256	4.9 dec.
Atlantic States	725,546	793,517	9.4
Allegheny ..	764,304	888,737	16.3
Ohio Valley	889,377	927,291	4.3
Southeast ...	917,106	930,395	1.4
Great Lakes	561,746	719,457	28.1
Central Western ..	264,665	262,740	0.7 dec.
Mid-West ...	850,309	891,730	4.9
Northwest ..	741,355	903,654	21.9
Trans-Missouri-Kansas ...	429,543	401,931	6.4 dec.
Southwest ..	508,081	506,768	0.2 dec.
Pacific Coast	393,492	414,700	5.4
Pacific Northwest .	293,394	295,026	0.6
TOTAL	7,441,174	8,033,202	8.0

Decreases expected by the shippers boards range from a 30.1 per cent drop for hay, straw and alfalfa, to 0.3 per cent for lumber and forest products.

People in the News

Santa Fe Switchman Gets Medal of Honor

President Eisenhower has bestowed a medal of honor on Ernest L. Wall, of El Dorado, Kans., a switchman employed by the Atchison, Topeka & Santa Fe.

The award was based on the rescue by Mr. Wall of an 18-months-old girl, Kathleen Sue Ross, from the track in front of a moving train on which he was working. It was made under the Medals of Honor Act of 1905 which provides for the award of bronze medals of honor in recognition of outstanding feats of heroism connected with saving of life upon railroads.

It was the 65th award made in the 48 years since the act was passed. It was made upon recommendation of the Committee on Award of Medals of Honor, which recommendation was approved by the Interstate Commerce Commission.

C. W. Wright Retires As A.R.C.I. President

Charles W. Wright retired on July 1 as president of the American Railway Car Institute. Gustav Metzman, chairman of the institute, has assumed the additional duties of the presidency.

Acme Photos

James P. Shields, grand chief of the Brotherhood of Locomotive Engineers, died unexpectedly on June 29. Mr. Shields, who was 64 years old, was elected head of the B. of L.E. on July 17, 1950, after retirement of the late Alvanley Johnston. Mr. Shields' successor is expected to be named at the forthcoming B. of L.E. convention.

Mr. Wright, whose election as president of the institute was reported on page 66 of the October 7, 1950, *Railway Age*, had been president of the Pullman-Standard Car Export Corporation for six years. Before that he was a vice-president and director of the Pullman-Standard Car Manufacturing Company. He began his career in the car building industry in Pittsburgh with the Standard Steel Car Company, of which he was a vice-president when it was purchased by Pullman-Standard in 1930.

Commerce Transport Post Goes To C. L. Dearing

Charles L. Dearing, a senior staff member of Brookings Institution, has been appointed deputy under secretary of commerce for transportation. The appointment is effective August 1.

Robert B. Murray, Jr., the under secretary for transportation, announced the appointment on July 2. At the same time Mr. Murray said Paul F. Royster, former director of the Office of Transportation, has been appointed assistant to the under secretary.

Mr. Dearing, associated with Brookings since 1927, has served as a consultant to Under Secretary Murray since March.

The new deputy under secretary will have direct supervision over Commerce Department studies leading to the formulation of government-wide transportation policies and programs, Mr. Murray said. He said Mr. Dearing's immediate assignments would be to complete studies now under way on maritime subsidies, federal aid to airport programs, and coastwise and intercoastal shipping.

Mr. Dearing has made numerous studies in the fields of government and transportation, and previously served with the government in the Office of Defense Transportation. He was director of the transportation task force for the Hoover Commission, 1948-49.

Mr. Royster joined the Commerce Department in July 1951, and was appointed director of the department's Office of Transportation in November 1951. That office has since been abolished. Before entering government service, Mr. Royster was for many years in the operating department of the Chicago, Indianapolis & Louisville.

Operations

RRs Plan for Huge Scout Jamboree

About 38,000 boys will travel by rail to and from California camp site; more than 1,300 cars to be used; special fares and dining car prices to be established.

When approximately 50,000 boys converge on Santa Ana, Cal., this month for the Third National Jamboree of the Boy Scouts of America, the nation's railroads will have completed a mass movement to rival troop movements of World War II. Some 84 special trains will be run to bring scouts to the Irvine Ranch at Santa Ana and return them to their homes. From Eastern territory alone, 34 special trains will carry about 12,000 youthful passengers to the jamboree, which runs from July 17 to 23.

The boys and their leaders will be drawn from 539 Boy Scout Councils in the 48 states and in Hawaii, Puerto Rico, Alaska, the Virgin Islands and the Panama Canal Zone. Token delegations also will come from about 16 foreign countries.

The jamboree campsite, a city of 30,000 tents covering 3,000 acres, will receive about 75 per cent of its population by railroad. In addition, 175 baggage cars will bring in camping equipment, and 90 freight car loads of food will arrive, accompanied by 10 car loads of charcoal for cooking.

Four railroad stations will handle arrival of visitors by train. To set up this huge movement, the Trunk Line-Central Passenger Committee of the Eastern Railroads, together with the Transcontinental Passenger Association and other railroad representatives, has been working for the past year. For this jamboree, unlike the last one held in Valley Forge, Pa., in 1950 (*Railway Age*, July 15, 1950, page 48), Western railroads will bear the brunt of scheduling all special trains into one point during a short period. Starting as far back as last August, railroad specialists have been working on such problems as assembling more than 1,300 cars for these special runs, which come during a period of peak vacation travel. Equipment will be drawn from all available sources. Coaches and sleeping cars will be taken from regular pools of equipment and 43 troop kitchen cars will be borrowed from the Army.

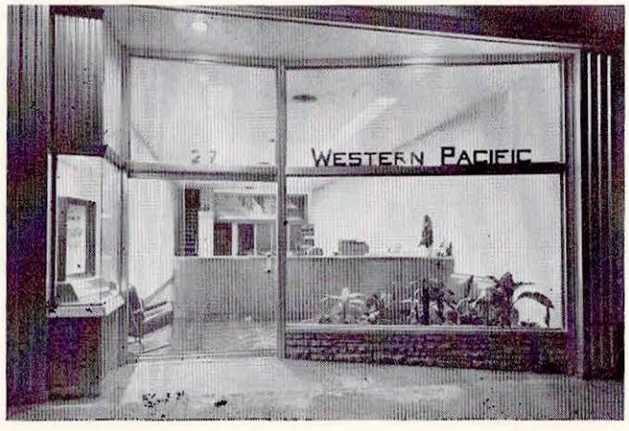
Member lines of the Eastern Railroad Presidents Conference have granted reductions of 21 to 33 per cent on coach fares and 26 to 33 per cent on sleeping car fares. The Pullman Company chimed in with a 10 per cent reduction in berth rates. Other railroads across the nation also granted reductions in fares. This means that the 5,000 passengers traveling from the New York and New Jersey area can make the round trip in a lower berth for $228.74 each, including tax, instead of the normal charge of $299.27.

In addition, railroad officials are juggling schedules to afford a maximum of sightseeing and to provide for different routes going and returning. Thus, about 53 trainloads of Jamboree Scouts will visit Grand Canyon National Park in Arizona, and other stopovers will be made at Carlsbad Caverns, N.M.; Yellowstone National Park, Wyo.; Glacier National Park, Mont.; and Zion National Park, Utah.

To assure a balanced and diversified diet for the youthful passengers, railroads across the country are adopting uniform menus and special dining car prices. Eastern railroads have established flat prices of $1.00 for breakfast, $1.45 for lunch, and $1.75 for dinner on jamboree specials. Railroads in other parts of the country have similarly established special dining car prices.

Car Service Order

I.C.C. Service Order No. 856, which provides for inclusion of Saturdays in computing demurrage, has been modified by Amendment No. 7. This amendment, effective July 1, provides that a



NEW TICKET OFFICE of the Western Pacific at Salt Lake City presents this pleasing, modern appearance from the street.

holiday occurring on Saturday shall be excluded in computing demurrage. Effect of the amendment is to provide relief for July 4, which falls on Saturday this year.

I.C.C. Reports on Conneaut Accident

Track damaged by lading "not properly secured" caused the three-train collision March 27 on the New York Central's main line in Pennsylvania about 2½ miles east of Conneaut, Ohio.

That basic finding came out of the Interstate Commerce Commission's investigation of the accident, which resulted in death of 16 passengers and five employees, and injury of 30 passengers, 18 employees and one person carried on contract. The investigation was a formal proceeding, docketed as Ex Parte No. 186, and the report was by Commissioner Patterson.

The lading "not properly secured" consisted of 58 pieces of pipe loaded onto a drop-end gondola car. At the time of the accident, a spokesman for the NYC said it resulted from track damage caused by a steel pipe falling from a freight train (*Railway Age*, April 6, page 13).

The point of collision was less than a half mile east of the Ohio-Pennsylvania boundary—on a 30-min. curve of the four-track line. The three trains involved were No. 5, an 11-car passenger train en route from Buffalo to Chicago; Extra 1736 West, a 121-car freight train, also westbound; and No. 12, the eastbound "Southwestern Limited," en route from St. Louis to New York.

The gondola with its load of pipe was a Baltimore & Ohio car—No. 254645. It was the seventy-third car in an eastbound freight train — Extra 1871 East, which was running on the outer of the line's two eastward tracks. The commission's investigation disclosed that nine pieces of pipe had fallen from the gondola and that one of them had become wedged between the structure of the following car and the track structure of the second track away, i.e., the inner of the line's two westbound tracks.

No. 5, running on that track at 76 m.p.h., was derailed just as it was alongside Extra 1736 West, which was running at 31 m.p.h. on the outer of the two westbound tracks. The derailed passenger train's locomotive struck the freight's seventy-sixth car, derailing it along with 15 other cars in the freight train. Almost immediately thereafter, the 12-car "Southwestern Limited" came along at 71 m.p.h. on the inner of the two eastbound tracks and struck the derailed equipment which obstructed that track.

Extra 1871 East's trouble had been noticed, but not in time to discover the track damage and prevent the accident. As that train was passing Extra 1736 West, just prior to the collision, the latter's rear flagman "observed sparks flying from the vicinity of the running gear of a car about midway" of the eastbound train. The flagman gave stop signals, and these were heeded by Extra 1871 East's crew, who stopped their train and prepared to set out the car of pipe, meanwhile calling the dispatcher to advise him of the situation. They then learned from the dispatcher that the accident had occurred.

The commission's report traced the handling and inspections of B&O 254645 from the time it was loaded at Aliquippa, Pa., on March 24, to the time of the accident. It made four findings, set out in the report as follows:

(1) The lading of Baltimore & Ohio 254645 was not properly secured for movement when loaded because the high tension bands were not properly sealed.

(2) Baltimore & Ohio 254645 was accepted from the shipper by the Aliquippa & Southern and in turn accepted in interchange by the Pittsburgh & Lake Erie and the New York Central without adequate inspection to determine that the lading was properly secured for movement.

(3) Because the lading was not properly secured, a portion fell from the car while in transit, and damaged the westward passenger track sufficiently to cause derailment of No. 5, which in turn caused derailment of Extra 1736 West.

(4) No. 12 struck derailed equipment of No. 5 before protection could be provided.

Southeast Board Sees L.C.L. Improvement

Carriers are becoming more active in their attention to less-carload traffic, and it is confidently felt that during the next quarter of the year an even greater improvement will be witnessed. This was the gist of the report of Robert L. Murphy, chairman of the Textiles Committee of the Southeast Shippers Advisory Board, presented to the board's 102nd regular and 30th anniversary meeting in Memphis, June 17-18.

The meeting recommended "immediate and complete cancellation of Service Order 856 and all other punitive instruments against shippers and consignees, on the American principle that industries as a whole should not be penalized for the sins of the few." It also was recommended that the board should carry to the annual meeting of the National Association of Shippers Advisory Boards a "suitable resolution" calling upon the Association of American Railroads and carriers in other sections of the country "to fulfill their promises setting up a proper ownership and car supply."

L.C.L. Handling Improves In Great Lakes Region

Handling of less-carload freight has continued to improve in the area of the Great Lakes Regional Advisory Board, J. T. Osborne, superintendent of stations of the New York, Chicago & St. Louis, said at a meeting of the board in Toledo June 23. Mr. Osborne, presenting the report of the board's Railroad Contact L.C.L. Subcommittee, added that "merchandise car movements are being constantly observed to see that advertised schedules are maintained and when it is found that scheduled movements are not made, action is being taken with the proper operating officers to correct the situation."

E. W. Coughlin, Railroad Relations Section, Car Service Division, Association of American Railroads, told the meeting that continued car shortages are expected during the period when railroads will be called upon to handle simultaneously the current wheat crop as well as the vast tonnage of stored 1952 grain to be moved to eastern ports from midwest storage points. Mr. Coughlin emphasized that periodic car shortages are caused primarily by the five-day week.

Competitive Transport

New Parcel Post Rates Scheduled for October 1

Postmaster General Summerfield has announced the recently approved increase in parcel post rates will go into effect October 1.

The October 1 effective date was set to allow mail patrons "ample time to adjust their mailing schedules and procedures." Earlier statements had indicated the increase would become effective August 1.

As noted in *Railway Age* June 22, page 11, the Interstate Commerce Commission has consented to a general increase in parcel post zone rates. The higher rates are designed to cut the postal deficit, and are expected to produce added revenue of $153,525,000 a year.

Truck Tonnage Up 10.4% In First Quarter of 1953

Inter-city truck tonnage transported by motor carriers in the first quarter of 1953 was 10.4 per cent greater than that carried in the same period of last year, according to figures compiled by American Trucking Associations.

Using 1941 as a base of 100, the 1953 first-quarter index was 283, a new high for the period. The previous high was 269 in 1951.

Each of the nine regions registered gains in the first quarter of this year, A.T.A. reported. Both common and contract truckers shared in the increased tonnage.

Nine of the 10 commodity groups showed increases in the January-March period of this year. Best showing was by carriers of motor vehicles, up 33.1

per cent. Smallest increase was 3.7 per cent for liquid petroleum carriers. Only tonnage decline was the 2.7 per cent drop recorded by household goods carriers.

Figures of the Week

Freight Car Loadings

Loading of revenue freight in the week ended June 27 totaled 818,450 cars, the Association of American Railroads announced on July 2. This was an increase of 5,872 cars, or 0.7 per cent, compared with the previous week; an increase of 171,970 cars, or 26.6 per cent, compared with the corresponding week last year; and a decrease of 3,165 cars, or 0.4 per cent, compared with the equivalent 1951 week.

Loadings of revenue freight for the week ended June 20 totaled 812,578 cars; the summary for that week, compiled by the Car Service Division, A.A.R., follows:

REVENUE FREIGHT CAR LOADINGS
For the week ended Saturday, June 20

District	1953	1952	1951
Eastern	135,753	108,715	142,707
Allegheny	162,424	97,343	176,965
Pocahontas	59,745	53,169	66,573
Southern	125,354	120,939	129,484
Northwestern	131,914	68,783	134,456
Central Western	132,596	130,589	124,122
Southwestern	64,792	64,431	58,635
Total Western Districts	329,302	263,803	317,213
Total All Roads	812,578	643,969	832,942
Commodities:			
Grain and grain products	58,613	65,238	45,501
Livestock	7,038	6,270	6,852
Coal	138,892	121,815	154,873
Coke	13,856	4,312	16,854
Forest products	47,310	45,576	48,327
Ore	91,101	10,912	91,994
Merchandise l.c.l.	66,867	68,724	74,637
Miscellaneous	388,901	321,122	393,904
June 20	812,578	643,969	832,942
June 13	797,425	631,042	826,883
June 6	775,489	684,247	813,326
May 30	786,755	696,860	744,655
May 23	769,618	761,705	811,799
Cumulative total 25 weeks	18,110,176	17,889,445	19,096,698

April Accidents

The Interstate Commerce Commission has made public its Bureau of Transport Economics and Statistics' preliminary summary of "steam railway" accidents for April and the first four months of this year. The compilation, subject to revision, follows:

Item	Month of April 1953	Month of April 1952	4 months ended with April 1953	4 months ended with April 1952
Number of train accidents*	684	749	2,909	3,391
Number of accidents resulting in casualties	43	38	190	203
Number of casualties in train, train-service and nontrain accidents:				
Trespassers:				
Killed	92	81	268	244
Injured	77	63	258	254
Passengers on trains:				
(a) In train accidents*				
Killed	1	—	19	—
Injured	84	13	232	86
(b) In train-service accidents				
Killed	—	—	4	—
Injured	130	160	561	573
Travelers not on trains:				
Killed	—	2	1	6
Injured	78	45	295	230
Employees on duty:				
Killed	24	31	95	119
Injured	1,547	1,514	6,235	6,905
All other nontrespassers:**				
Killed	136	98	557	553
Injured	424	406	1,966	2,022
Total—All classes of persons:				
Killed	253	212	944	922
Injured	2,340	2,201	9,547	10,070

* Train accidents (mostly collisions and derailments) are distinguished from train-service accidents by the fact that the former caused damage of $325 or more to railway property in 1952. Beginning January 1, 1953, this minimum was raised to $350. Only a minor part of the total accidents result in casualties to persons, as noted above.

** Casualties to "Other nontrespassers" happen chiefly at highway grade crossings. Total highway grade-crossing casualties for all classes of persons, including both trespassers and nontrespassers, were as follows:

Persons:				
Killed	132	88	529	513
Injured	289	248	1,404	1,390

Labor & Wages

Strike Halts All Rutland Operations

As this issue of *Railway Age* went to press, all operations of the 400-mile Rutland were completely halted as the result of a strike of the road's employees which began June 26. On that date, the road's 600-odd non-operating employees struck for higher wages, and a few days thereafter all operating employees (about 250) walked out.

A spokesman for the road said it was the first time in the Rutland's 105-year history that a strike had brought all operations to a standstill. Because of the strike, the road has placed an embargo on all carload and less-carload freight destined to all points on, or routed via, the Rutland.

Price Index Didn't Move Far Enough to Alter Wages

Railroad employees working under agreements with so-called escalator clauses will experience no change in their wages for the current quarter.

The escalator clauses call for quarterly adjustments of one cent per hour for each point of change in the Consumers' Price Index (old series) calculated by the Bureau of Labor Statistics. The May 15 index of 188.8 governs for the current quarter. It requires no change because it moved less than a point away from February 15's index of 188.6 which governed for the past quarter.

Organizations

Tariff Simplification Goal Of Baggage Managers

Proposals for simplifying passenger baggage tariffs as a means of reducing costs and improving service were discussed at the annual meeting of the American Association of Baggage Traffic Managers held in Detroit in June. It was recommended that individual railroads consider printing on the back

"HOW TO BECOME A BETTER BOSS!" This year's "June graduates" include 40 top officers and supervisors of the Chicago & North Western System who have completed a 16-week university-conducted course on "Human Relations in Supervision" (*Railway Age*, June 22, page 15). This class increases to more than 100 the number of C&NW officers —including President Paul E. Feucht and his staff of vice-presidents—who have taken the course in the past year. The courses are conducted under the personal direction of Dr. John Humes, professor of industrial psychology of the University of Illinois, using the conference and discussion method of instruction. The railroad plans to continue the courses until every person with supervisory responsibility—including shop and section foremen—has participated. The purpose is to teach supervisors the responsibilities and techniques of good supervisory practices.

of all baggage checks, as a means of forestalling passenger criticism, a notice of storage charges which will be collected if checked baggage is not picked up within specified time limits. The association also voted to intensify its continuing efforts to step up claim prevention work.

Newly elected officers include: President—C. A. Riebling, general baggage agent, New York Central; vice-president—J. A. Dorvitt, general baggage agent, Kansas City Southern; and secretary-treasurer—T. R. Stanton, general baggage agent, Wabash. The next annual meeting of the association wil be held in June 1954 at the Edgewater Beach Hotel, Chicago.

The **National Railway Historical Society** will hold its 1953 convention at St. Louis, headquartering at the Hotel Jefferson, September 5-7. Included in the three-day program are an inspection tour of St. Louis Union Station and its supporting facilities; a visit to the Museum of Transport at suburban Kirkwood; the society's annual banquet; a 200-mile trip over the Illinois Terminal; inspection of Chicago & Illinois Midland facilities at Springfield, Ill.; a tour of St. Louis Public Service car lines, and a special run over the intraplant railway of the Municipal Water Works. Program details, and tickets covering hotel and all functions, are available for $13.25, tax included, through V. V. Uzoff, 3319 Utah avenue, Louisville 15, Ky.

The **Railway Business Woman's Association of Chicago** has elected Lorraine M. Lewand, of the Chicago South Shore & South Bend, as president, succeeding Iona K. DeCamp, of the Chicago, Milwaukee, St. Paul & Pacific. Alice Fredo, of the Santa Fe, succeeded Marie E. Brown, Chicago & North Western, as second vice-president, and Vera Raffin, Illinois Central, succeeded Miss Lewand as treasurer. Noreen Kinane, of the Central Territory Railroads' Tariff Bureau, continues as first vice-president.

I. John Billera, treasurer, Pressed Steel Car Company, Chicago, has been elected to membership in the **Controllers Institute of America.**

Frances Croy, of the Chicago, Milwaukee, St. Paul & Pacific, was installed as president of the **Railway Business Women's Association of San Francisco** at a dinner meeting June 23. She succeeded Elsie Petterson, librarian of the Southern Pacific.

The **Clearing-Cicero Traffic Conference** will hold its annual golf outing July 14 at Navajo Fields Country Club, Chicago.

The **Mid-West Shippers Advisory Board** will hold its 103rd regular meeting at Milwaukee (Hotel Schroeder), July 15-16. After business sessions July 16, members and guests will attend the annual outdoor barbecue given by Union Refrigerator Transit Lines; a special train will leave the Milwaukee's downtown passenger station at 12:15 p.m. The Chesapeake & Ohio has invited board members and guests to a buffet luncheon and inspection of one of its two new car ferries, which will be docked at Maple street from noon until 1:30 p.m. July 15. Buses will be provided between hotel and dock. Later the Joseph Schlitz Brewing Company will give a smoker at the Schlitz Country Club.

The **Transportation Club of Louisville** will hold its annual outing at French Lick, Ind., July 17-19. The program includes golf and other sports.

Angela Schmit, of the Missouri-Illinois, was installed as president of the **St. Louis Women's Traffic Club** on June 18.

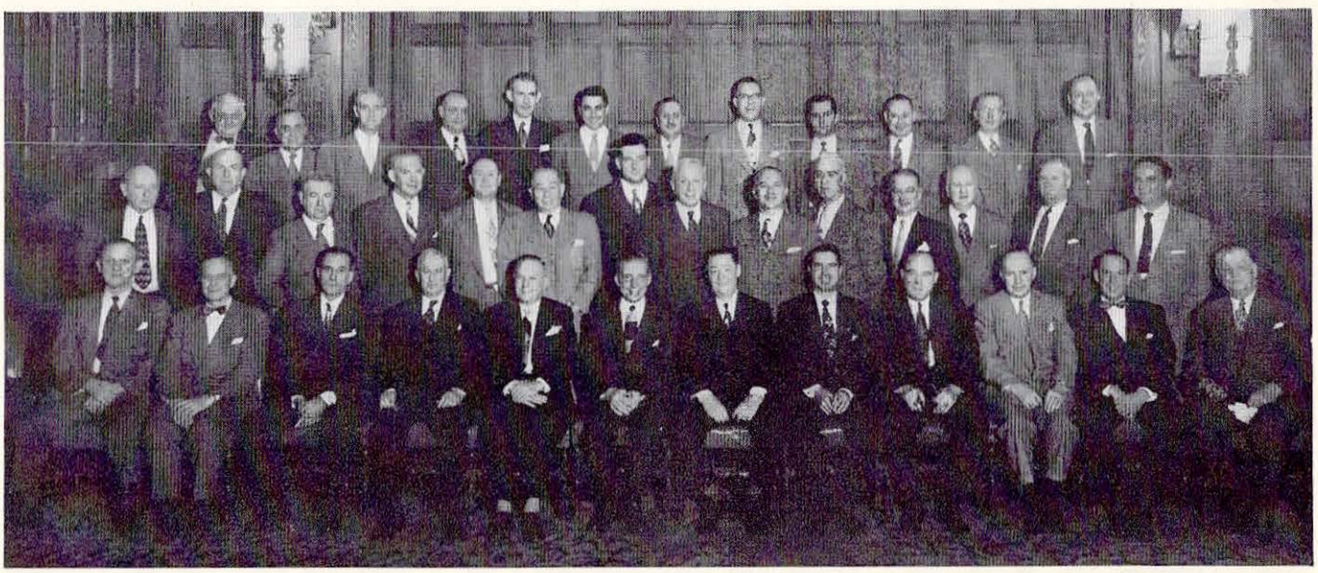
Equipment & Supplies

Reports on Equipment Data No Longer Required

The National Production Authority has revoked its Order M-95, which required producers of railroad transportation equipment to make regular reports on production and shipments. The revocation was effective July 1.

Termination of the Controlled Materials Plan on June 30 ended the need for M-95, N.P.A. said. The Railroad Equipment Division of N.P.A. had used the order to obtain production and delivery data necessary for allocation of materials.

(*Continued on page 24*)

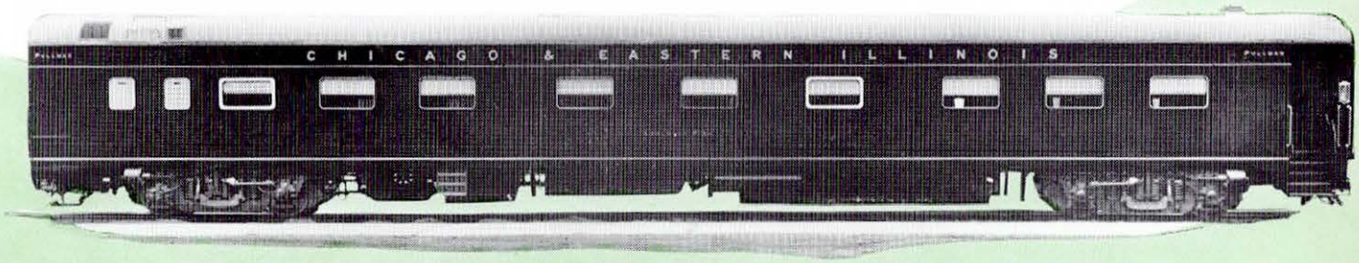


OFF-LINERS ALL

THESE MEMBERS of the Off-Line Railroads Association of Greater Kansas City have tallied up what they represent statistically.

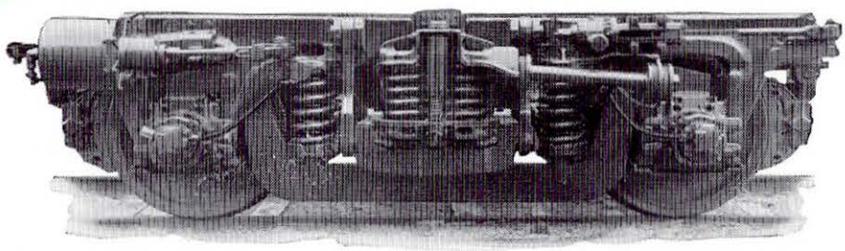
Officers of 55 railroads are included in the group, totaling more than 177,000 miles of road, representing in excess of 78 per cent of total railroad mileage in the country. These 55 off-line offices are staffed by 159 employees. Annual expenditures by these agencies in Kansas City, in salaries and other disbursements, represent well over $1 million, which goes directly into local channels. W. D. Fernald, general agent, Denver & Rio Grande Western, is president of the association, which maintains close relationships with the Traffic Club of Kansas City.

Designed for Passenger Comfort!



Built by Pullman-Standard

New Sleepers for the C & E I with Latest Type COMMONWEALTH Outside Swing Hanger Trucks



Commonwealth Truck with Outside Hanger Spring Suspension

These new cars for the Chicago & Eastern Illinois Railroad embody many improvements designed for the utmost in sleeping car passenger comfort. Contributing much to a smooth, comfortable ride are COMMONWEALTH Trucks of latest design with outside hanger spring suspension, all-coil springs, bolster anchors and large central bearings.

Outside swing hanger suspension reduces car body roll, provides easier riding at all speeds and greatly simplifies inspection and maintenance. Large central bearings eliminate truck shimmy and side bearing problems, greatly increase wheel mileage between turnings and require no lubrication.

The underframes of these new cars have COMMONWEALTH one-piece Platform Center Sill Castings incorporated at both ends. Their great inherent strength assures greater passenger safety and minimizes damage in collision.

One-Piece Platform Center Sill Casting

GENERAL STEEL CASTINGS

GRANITE CITY, ILL. EDDYSTONE, PA.

Mission Range of the Rockies, an example of the spectacular scenery on the Northern Pacific's route.

NORTHERN PACIFIC

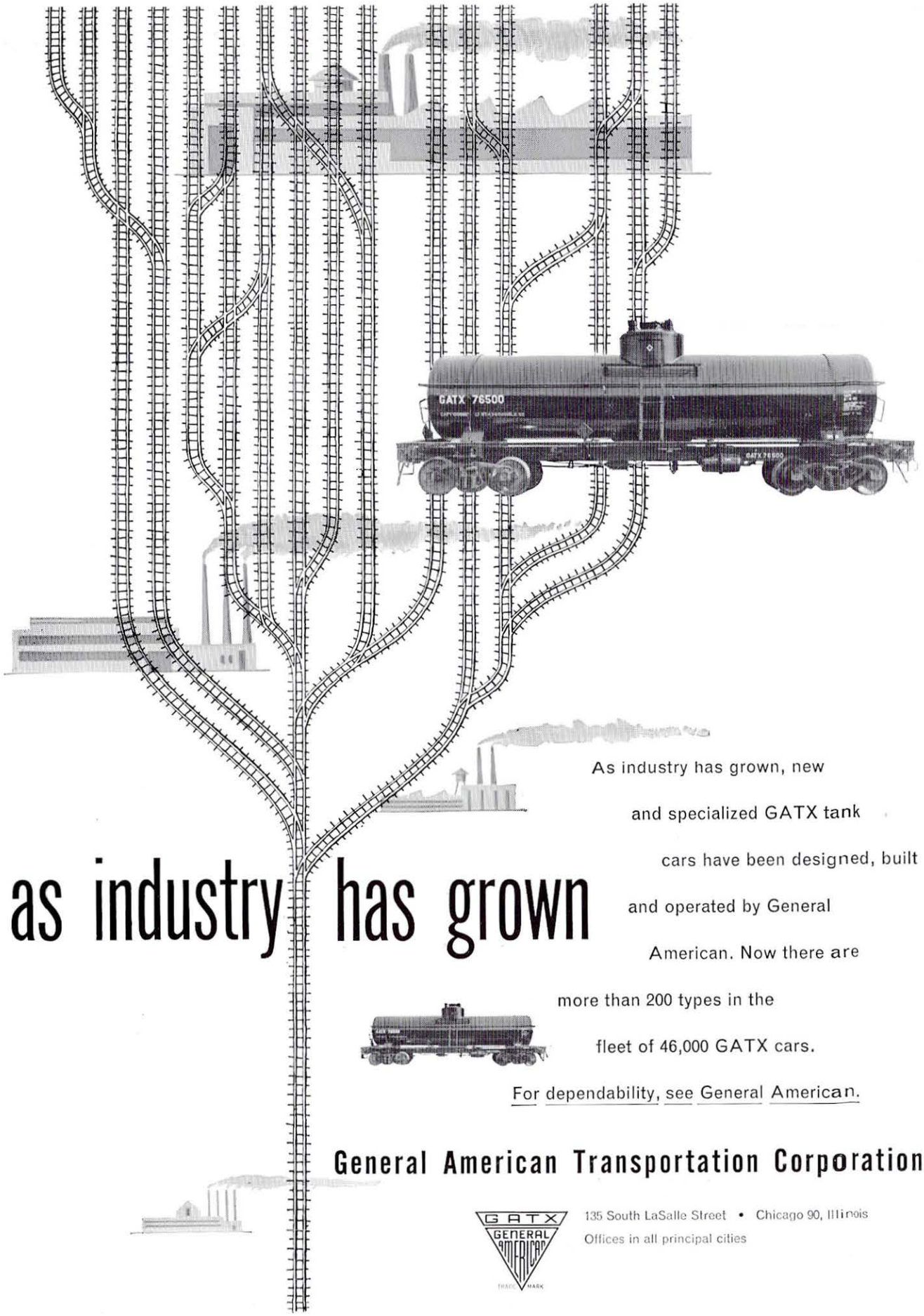
The Northern Pacific has ordered twenty stainless steel Budd Vista Dome cars. Ten of them will contain sleeping accommodations. The other ten will be coaches. All are to be equipped with the Budd railway passenger car disc brake and Rolokron anti-wheel-slide controller.

This is the first order for Budd equipment placed by the Northern Pacific. We are confident the cars' performance will more than confirm the soundness of this selection—in improved patronage, in reduced operating and maintenance costs.

The Budd Company, Philadelphia 15.

Budd

PIONEERS IN BETTER TRANSPORTATION



as industry has grown

As industry has grown, new and specialized GATX tank cars have been designed, built and operated by General American. Now there are more than 200 types in the fleet of 46,000 GATX cars.

For dependability, see General American.

General American Transportation Corporation

GATX GENERAL AMERICAN TRADE MARK

135 South LaSalle Street • Chicago 90, Illinois
Offices in all principal cities

A Highly Successful Exhibition

The railroad industry and affiliated suppliers on June 27 concluded at Atlantic City what was probably their largest and most successful convention-exhibition in history—or, at any rate, the most successful one within the memory of railroaders still in active service. The total attendance of railroad men and suppliers topped 9,000, compared to less than 7,000 in 1947, and the ratio of supply men to railroad men was about 1¼ to 1, as contrasted with a ratio of sellers to customers in 1947 which was more than twice as large.

These exhibitions are terrifically expensive—but they are far less costly than would be the inspection of a similar amount of new equipment by a similar number of railroad men, each acting independently. The justification of such an exhibition lies entirely in the size and quality of the attendance—and in its not being held too frequently, so that there is enough new development to warrant the time of railroad officers to acquaint themselves with it.

There was plenty of skepticism, and even opposition, to the 1953 exhibition, when it was first proposed. Attendance by railroad men at the 1947 convention-exhibition was disappointing. Many 1947 exhibitors were out of business in 1953, because of the shrinkage in the importance of the steam locomotive. Nevertheless, some railroad men and some suppliers had both the faith and the courage to gamble on success in 1953, and their optimism was richly rewarded.

It is impossible to name any names in such a connection without leaving out others who also made important contributions to the success of the enterprise—but certainly the leadership of President William T. Faricy of the Association of American Railroads in this connection stands out beyond cavil. He it was back in 1947 who saw the potential advantage to the railroad industry of a "railroad show" of this magnitude and who promised the suppliers at that time, if such an exhibition were ever held again, to do his best to promote attendance, not only of departmental specialists, but of top management. His colleagues in top management gave him enthusiastic support on making good his pledge.

Mr. Faricy was largely instrumental in scheduling the Pan American Railway Congress to coincide with the Atlantic City exhibition. His efforts were further supplemented by the cooperation of President J. M. Hood of the Short Line Association; and the energetic management and committees of the Railway Supply Manufacturers' Association did all that was necessary to insure the success of the efforts of railway men to maximize effective attendance. The participation of the electrical officers and, even, of one of the important committees of the American Railway Engineering Association, further supplemented the success of the undertaking.

Not the least interesting sidelight on this exhibition was the number of railroad financial specialists from investment houses who were attracted to it—and the participation of such people is highly significant even though, in the registration, they would presumably be shown only in the "guests" category. The unprecedentedly keen attention to the exhibits by top railroad executives should bear fruit for a long time to come.

Three Measures of Success

An enterprise of this kind can enjoy success—as this one emphatically did—in three quite different ways. From the standpoint of the manufacturer, it impresses the merits of his products on potential and influential customers. From the standpoint of the individual railroad officer, it brings him up-to-date with the best applied technology available to him to improve the quality and economy of his work. From the standpoint of the railroad industry as a whole, it provides an unparalleled medium for publicity and general public education in the alertness and progressiveness of the industry.

High-level collaboration between railroads and suppliers has produced a result of the greatest mutual advantage to both. Undoubtedly, having found a good thing and having learned how to make the most of it, neither the railroads nor the suppliers will want to let go of this one. Every year or every other year is too often—but, probably, six years is an undesirably long interval. Properly planned and supported, an undertaking like this one should pay off at shorter intervals than that.

We have heard at least one large manufacturer express the wish that all railroad conventions at which exhibitions are provided could be held simultaneously at the same location. Perhaps that solution is not possible, or even desirable. But, anyhow, this manufacturer has the right idea—the way to economize on expensive exhibitions is to take the steps necessary to maximize their "traffic" in potential buyers.

Questions and Answers

OUR QUESTION:

At a recent staff meeting held by a district manager of the Car Service Division, A.A.R., the accompanying statement of hypothetical application of cars to loading at Newark, N.J., on the Pennsylvania was presented, and those in attendance were asked to indicate whether or not the applications indicated were correct or were violations of the rules. It was assumed, of course, that cars other than those loaded were available for loading. Want to try it? No one at the district manager's meeting answered all 20 correctly! We'll publish the correct answers in a later issue, as well as the names of those who'd like to write and tell us what are the correct answers.

YOU CHECK YOUR ANSWERS:

Intl.	*Destination*	*Route*	↓ *Correct, Rule*	↓ *Violation of Rule*
M&SL	Pueblo, Colo.	PRR-MP	____	____
B&O	Terre Haute, Ind.	PRR	____	____
ATSF	Great Falls, Mont.	PRR-MILW	____	____
GN	Albuquerque, N.M.	PRR-ATSF	____	____
PRR	Bush Term., Brooklyn, N.Y.	PRR-BUSH	____	____
G&F	Little Rock, Ark.	PRR-RI	____	____
SAL	Miami, Fla.	PRR-RF&P-ACL	____	____
CGW	New Orleans, La.	PRR-IC	____	____
ATSF	Seattle, Wash.	PRR-MILW	____	____
ACL	Atlanta, Ga.	PRR-SOU	____	____
GN	San Diego, Cal.	PRR-ATSF	____	____
DL&W	Erie, Pa.	PRR	____	____
RDG	Lewistown, Pa.	PRR	____	____
GTW	Madison, Wis.	PRR-CNW	____	____
NYC	Corning, N.Y.	PRR-Elmira-DLW	____	____
IC	Chicago, Ill.	PRR-ATSF dlvy.	____	____
CNW	Albuquerque, N.M.	PRR-ATSF	____	____
LV	Elmira, N.Y.	PRR-Erie dlvy.	____	____
CGW	Denver, Colo.	PRR-RI	____	____
CNW	Elkhart, Ind.	PRR-NYC	____	____

QUESTION:

What is being—or can be—done to lessen the number of accidents in which motor vehicles run into moving or standing trains, at unguarded crossings?

ANSWER:

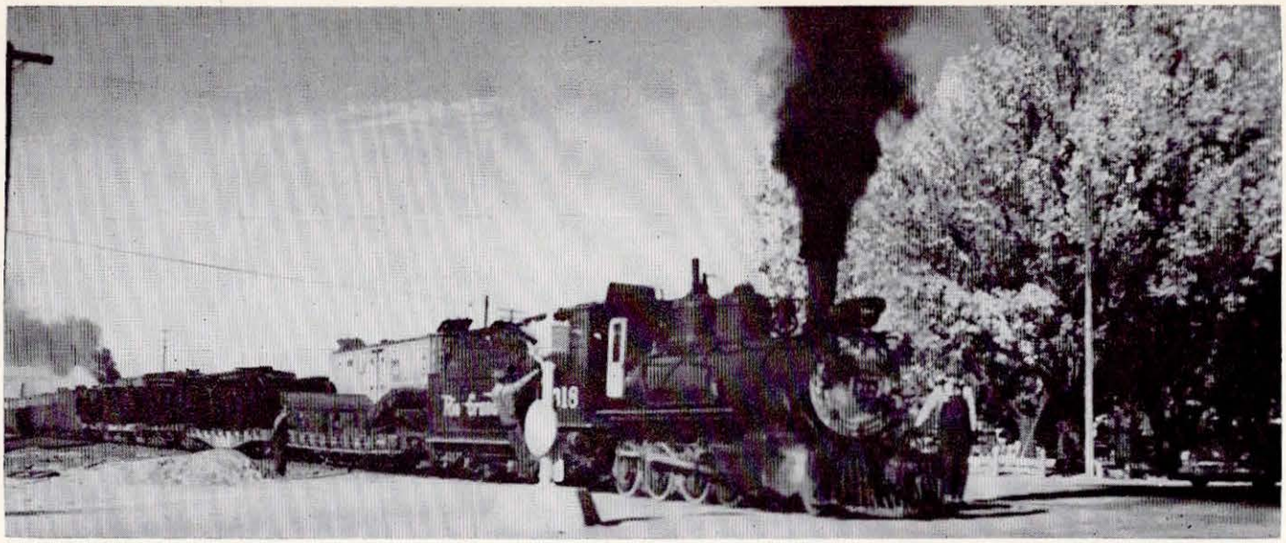
By "unprotected" crossings, I assume you mean crossings not protected by an automatic warning device or watchman service of one kind or another.

The Atlantic Coast Line has had in progress for some time now a program of converting all highway crossing warning signs to the reflectorized type that can be readily seen in the dark by approaching motorists. We also have another program of stencilling all freight equipment and all locomotives with reflectorized paint as they go into the shops for repairs. Reflectorized stencilling is, of course, specified on all new equipment.

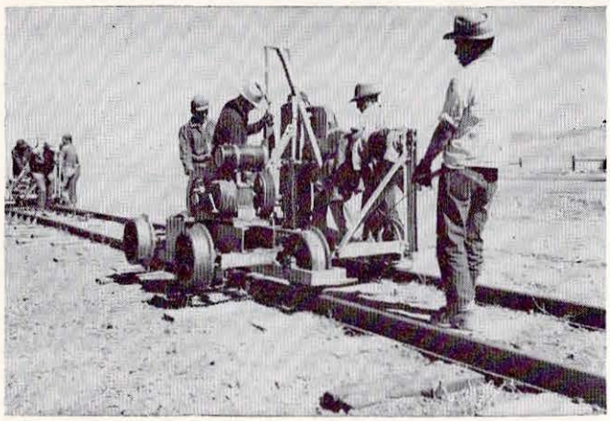
In addition, in an effort to improve the crossing situation generally, Coast Line embarked several years ago on a program designed to educate the public with respect to dangers involved in crossing railroad tracks and gain their cooperation in doing so with caution at all times of the day or night. Special letterheads were printed, and whenever a motorist is observed negotiating a crossing in a dangerous manner, license number of the vehicle is obtained and the owner written a letter, calling attention to the occurrence observed and requesting his cooperation in our efforts to reduce crossing accidents by being more careful in the future. This program has been very well received.

Further in connection with the general crossing situation, our safety department has a continuing program in progress under which meetings are arranged at schools and municipalities and an effort made to educate the public to the dangers involved in negotiating railroad crossings incautiously. — L. T. ANDREWS, *General Manager, Atlantic Coast Line.*

CONDUCTED BY G. C. RANDALL, district manager, Car Service Division (ret.), Association of American Railroads, this column, which will run in alternate weekly news issues of this paper, will be devoted to authoritative answers to questions on transportation department matters. Questions on subjects concerning other departments will not be considered, unless they have a direct bearing on transportation functions. Readers are invited to submit questions, and, when so inclined, letters agreeing or disagreeing with our answers. Communications should be addressed to Question and Answer Editor, *Railway Age*, 30 Church street, New York 7.



1 **LAST NARROW-GAGE** operation in the Montrose, (Colo.) area comprised gathering up obsolete equipment.

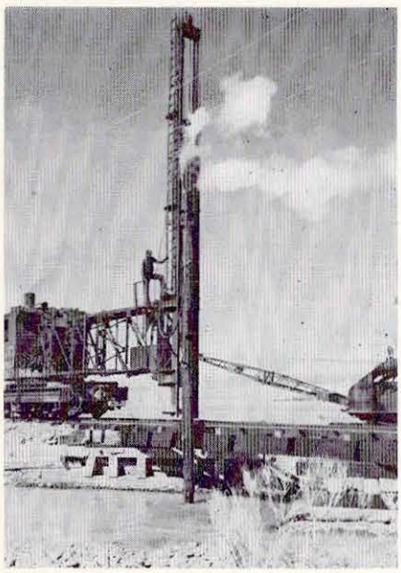


2 **FIRST OPERATION** in standard-gaging was performed by special narrow-gage power spike puller.

3 **MUSCLE** and lining bars spread the rails from narrow to standard gage.

D&RGW Widens "Slim-Gage" Line

Two extra gangs convert Montrose-Ridgway branch to standard gage in seven working days



It took only seven working days, by two 45-man extra gangs (composed largely of Navajo Indians), to convert to standard gage 26 route-miles of former narrow-gage line of the Denver & Rio Grande Western between Montrose, Colo., and Ridgway. The remainder of the 35-mile Ouray branch south of Ridgway has been abandoned, as has the 10-mile Cedar Creek branch, which was a segment of the road's original narrow-gage main line between Denver and Ogden (via Marshall Pass).

The changeover to standard gage has been contemplated for some time, and full length ties have been used for replacement for several years. In the fall of 1952, additional standard-gage ties were inserted and embankments widened in preparation for the final gage conversion.

4 **REBUILDING** of two bridges (left) to accommodate heavier standard-gage equipment was a necessary part of the project.

PAPER SAND FENCES

The Texas & Pacific had bad luck with some picket-type sand fences it installed along its right-of-way in west Texas last spring—the fences were so popular that a number of "admirers" simply made off with them.

This year the road is trying a new type of fence—one made of paper strengthened with strands of glass woven into it. And to erect the fences, the road is using boiler flues from old, dismantled steam locomotives as posts. Because of their structural nature, the paper fences are expected to do a better job of controlling drifting sand.

And at the same time, the road hopes they won't be quite so popular with unknown "admirers."

Equipment & Supplies

(*Continued from page 16*)

Domestic Equipment Orders Reported in June

Domestic equipment orders for one diesel unit and 1,368 freight cars were reported by individual purchaser in *Railway Age* in June. Estimated cost of the freight cars is $10,512,000, and of the diesel unit, $88,000. An accompanying table lists the orders in detail.

During the first six months of 1953, *Railway Age* has reported domestic equipment orders by individual purchaser for 845 diesel units costing an estimated $133,838,000; 12,069 freight-train cars costing an estimated $87,267,000; and 140 passenger-train cars costing an estimated $23,563,094.

FREIGHT CARS

P.F.E. Mechanical Reefers in Service

The first 14 of 125 mechanically refrigerated cars being built by Pacific Fruit Express have been placed in service and are currently moving frozen foods to market, having been loaded in Oregon. Eleven additional cars are scheduled to be placed in service early this month; and all 125 are expected to be in service by early 1954, according to K. V. Plummer, vice-president and general manager of P.F.E.

The company, which is owned jointly by the Southern Pacific and the Union Pacific, describes the cars as "super giants" and as longer and more capacious than conventional reefers. They also are equipped with heavier insulation.

Designed especially for frozen foods, and capable of maintaining zero temperatures constantly without attention, the cars are expected to be in constant demand. Carloadings of frozen foods in territory served by P.F.E. have almost doubled in the past five years.

The **Chicago, Rock Island & Pacific** has ordered 25 "air slide" covered hopper cars from the General American Transportation Corporation. Delivery is scheduled for about the beginning of 1954.

The **Minneapolis & St. Louis** is acquiring, on a lease basis, 17 "air slide" covered hopper cars from the General American Transportation Corporation. Delivery is scheduled for next October or November.

Supply Trade

Kennametal, Inc., Metalworking division, has appointed the following representatives: **Wallace T. Allin,** Los Angeles; **William W. Lind,** Chicago; and **Mark Rollinson** and **Leonard Spicer,** Detroit. The following service men have also been appointed: **William F. Barbour,** Cincinnati; **Earle S. Cummings,** St. Louis; **Warren H. Eisenberg,** Milwaukee; **Warren C. Foster,** Detroit; **Raymond Guenther,** southern district; and **Robert A. Welsh,** New England district.

G. E. Saunders has been appointed manager transportation sales in the New York district, for the Apparatus Sales division of **General Electric Company,** at New York.

The **Owens-Illinois Glass Company** is starting construction of a new technical center at Toledo, that will consolidate the company's general research program with engineering activities of its various divisions.

A new district sales office and warehouse has been opened at 7930 Palm street, New Orleans, by the **Wickwire Spencer Steel division** of the **Colorado Fuel & Iron Corp. Ford L. Brooke,** who formerly handled sales of wire rope for the corporation in Louisiana, has been appointed New Orleans district manager.

L. B. Hunter, manager of industrial relations of the **Inland Steel Container Company,** has been appointed president, succeeding **William G. Caples,** who has been elected a vice-president of **Inland Steel Company. William A. Jahn,** vice-president of **Inland Steel Products Company,** in charge of sales, has been appointed president, succeeding **Neele E. Stearns,** who also has been elected a vice-president of Inland Steel.

R. G. Angell, who has been appointed manager of railroad sales of the A. M. Byers Company, at Philadelphia. Mr. Angell joined that organization in 1934 and has been a field service engineer and railroad representative at Philadelphia and New York since 1935.

Warren A. Tipton, sales manager of the mechanical goods division, **United States Rubber Company,** has been appointed general sales manager, at New York.

The **Clark Equipment Company,** Buchanan, Mich., which recently acquired the **Ross Carrier Company,** has reorganized and expanded its dealer organization in the midwest and on the west coast to handle Ross straddle trucks and fork-truck lines.

George W. Morrow has joined the **Ramapo Ajax division of American Brake Shoe Company** as sales engineer at Chicago. Mr. Morrow previously represented such firms as Pullman-Standard, Ingersoll-Rand, Reade Manufacturing Company and Worthington Corporation.

Preliminary negotiations looking to a possible merger have been held between the **Allis-Chalmers Manufacturing Company** of Milwaukee

NP Buys Land for Industrial Development

Some 117 acres of land adjoining the west limits of Fargo, N.D., have been acquired by the Northern Pacific for industrial development purposes. The purchase was announced by J. E. Thames, general manager of industrial properties, who said the acreage will be developed "as rapidly as requirements warrant."

DOMESTIC EQUIPMENT ORDERS REPORTED IN JUNE

LOCOMOTIVES

Purchaser	No.	Type	Issue Reported	Builder
Roscoe, Snyder & Pacific	1	800-hp. Switching	June 22	Electro-Motive

FREIGHT CARS

AT&SF	250	70-ton Cov. Hopper	June 22	Pullman-Standard
B&O	100	70-ton Flat	June 22	R.R. Shops
	2	125-ton Dep. Center	June 22	R.R. Shops
	1	86-ton Dep. Center	June 22	R.R. Shops
Bangor & Aroostook	500	50-ton Box	June 22	Amer. Car & Fdy.
Birmingham Southern	15	70-ton Cov. Hopper	June 22	Pullman-Standard
CB&Q	30	70-ton Cov. Hopper	June 8	Pullman-Standard
D&H	25	70-ton Cov. Hopper	June 22	Pullman-Standard
N&W	25	70-ton Flat	June 22	R.R. Shops
S&A	100	50-ton Box	June 22	Pullman-Standard
Southern	320	70-ton Cov. Hopper	June 8	Pullman-Standard

and the **Buda Company** of Harvey, Ill. Announcement to this effect was contained in a letter to Buda stockholders, which also stated that consideration is being given to an exchange of stock, a consolidation, or acquisition by Allis-Chalmers of the assets of Buda.

OBITUARY

Edward Payson Bullard, Jr., 80, chairman emeritus of the board of directors of the Bullard Company, died at his home in Fairfield, Conn., June 26. Mr. Bullard, for his developments in the machine tool field, had received more than 60 patents and two national honors—the Howard N. Potts gold

E. P. Bullard, Jr.

medal from the Franklin Institute and the American Society of Mechanical Engineers medal. Upon completion of his education at Amherst College, Mr. Bullard entered the employ of the Bullard Company in 1892, as an apprentice machinist. From 1907 to 1946 he was president of the company; then chairman of the board until 1951.

Otto H. Anderson, president of the National Steel Car Corporation, Hamilton, Ont., died of a heart attack June 28, while playing golf.

Financial

Central of Georgia.—*Voting Trust Ends.*—A five-year stock voting trust, established when the CofG emerged from receivership effective July 1, 1948, was terminated June 30.

Macon, Dublin & Savannah.—*Acquisition.*—This road, a subsidiary of Seaboard Air Line, has applied to the I.C.C. for authority to acquire a railroad bridge over the Oconee river at Dublin, Ga. The Wrightsville & Tennille, a state owned line which owns the bridge, is unwilling to repair and reconstruct it, the MD&S told the

"AWARD OF HONOR"—the highest award given by the National Safety Council—was presented to the mechanical department of the Chicago & North Western on June 17 for achieving the lowest casualty rate in 1952 of any large railroad mechanical department in the country. The award was presented to J. E. Goodwin (center), C&NW vice-president—operations, and W. H. Roberts (right), superintendent of safety, by Ned H. Dearborn (left), president of the N.S.C. The C&NW's mechanical department won the award with a record of no fatalities and a casualty rate of 1.22 per million man-hours worked in 1952. This is 68 per cent lower than the average casualty rate on all railroads during the previous three years.

I.C.C. Such work is needed, it added, to prepare for heavier and larger trains. The MD&S and the W&T filed a separate application which would enable the W&T to continue using the bridge if it is acquired by MD&S.

Minneapolis, St. Paul & Sault Ste. Marie.—*Acquisition.*—Division 4 of the I.C.C. has authorized this road to acquire and operate a 1.4-mile segment of trackage between North Valley City N.D., and Valley City. The segment, owned by a street railway company, connects the Soo with the Northern Pacific at Valley City. The Soo will pay $12,000 for the line, and expects to spend an additional $66,850 for rehabilitation.

Toledo, Peoria & Western. — *Trackage Rights.*—This road has asked the I.C.C. to approve extension of its trackage rights agreement with the Chicago, Burlington & Quincy, covering a 2.9-mile segment at Peoria, Ill. TP&W has used the trackage for 25 years, and holds an option to renew for a like period. Rental payments will continue at approximately $360 per month. The segment is part of the TP&W main line.

Western Maryland.—*Merger.*—Division 4 of the I.C.C. has authorized the WM to absorb, by merger, the properties of the Cumberland & Pennsylvania, a wholly owned subsidiary. The C&P will be dissolved, and its 31.3 miles of main line and 13.5 miles of branch line will become an integral part of the WM. Purpose of the move is to bring about savings in taxes and other expenses.

Western Pacific.—*New Directorships Established.*—WP stockholders on June 24, approved a proposal to increase the number of directors from 11 to 15. Additional directors elected to fill the four new places on the board are: Benjamin C. Carter, executive vice-president, Food Machinery & Chemical Corp.; Lindsey W. Cochran, president, Cochran Company; Peter Cook, Jr., farmer; and Donald Maclean, president, California & Hawaiian Sugar Refining Co.

Investment Publications

[The surveys listed herein are for the most part prepared by financial houses for the information of their customers. Knowing that many such surveys contain valuable information, *Railway Age* lists them as a service to its readers, but assumes no responsibility for facts or opinions which they may contain bearing upon the attractiveness of specific securities.]

Fahnestock & Co., 65 Broadway, New York 6.

Great Northern Railway Co. (Pfd.). Weekly Review, June 15.

Railroad Earnings. Weekly Review, May 25.

Paine, Webber, Jackson & Curtis, 25 Broad st., New York 4.

Southern Railway Company. Research Department Bulletin, No. 41, May 26.

L. F. Rothschild & Co., 120 Broadway, New York 5.

Atchison, Topeka & Santa Fe Railway Company Common Stock. Investment Letter, May 21.

Smith, Barney & Co., 14 Wall st., New York 5.

Minneapolis, St. Paul & Sault Ste. Marie Railroad Company. Railroad Bulletin, No. 129, May 28.

Vilas & Hickey, 49 Wall st., New York 5.

Chicago & Eastern Illinois R.R. May 22.

Securities

Authorizations

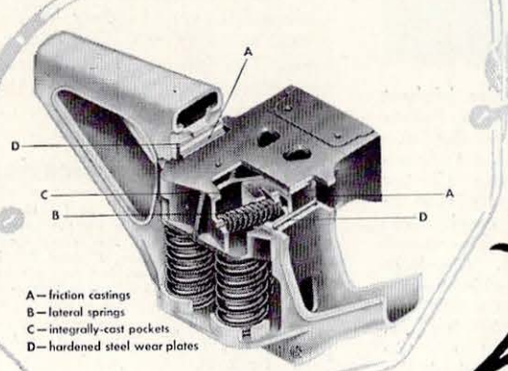
CHICAGO GREAT WESTERN.—To issue $4,000,000 in secured promissory notes to five banks, proceeds to be used to pay outstanding indebtedness and replenish working capital. Amount of the indebtedness is $2,750,000. The new notes, with interest at 4¾ per cent and secured by CGW first mortgage series A bonds, will mature in regular installments between December 31, 1953, and December 31, 1955 *(Railway Age,* June 15, page 145).

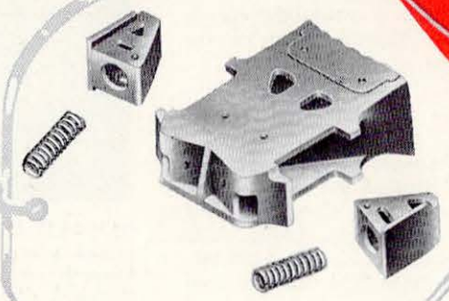
DONORA SOUTHERN.—To issue $319,250 in unsecured promissory notes to the road's parent company, United States Steel Corporation. Funds will be advanced as needed in connection with additions and betterments which the road plans to make during 1953. These improvements include construction of a general office building, acquisition of roadway machines, installation of mobile unit transmitters and radio communication systems, and replacement of existing rail with heavier rail. The promissory notes will carry an interest rate of 4 per cent if earned.

WISCONSIN CENTRAL.—To assume liability

(*Continued on page* 30)

BEFORE YOU SPECIFY ANY FREIGHT CAR TRUCK . . .



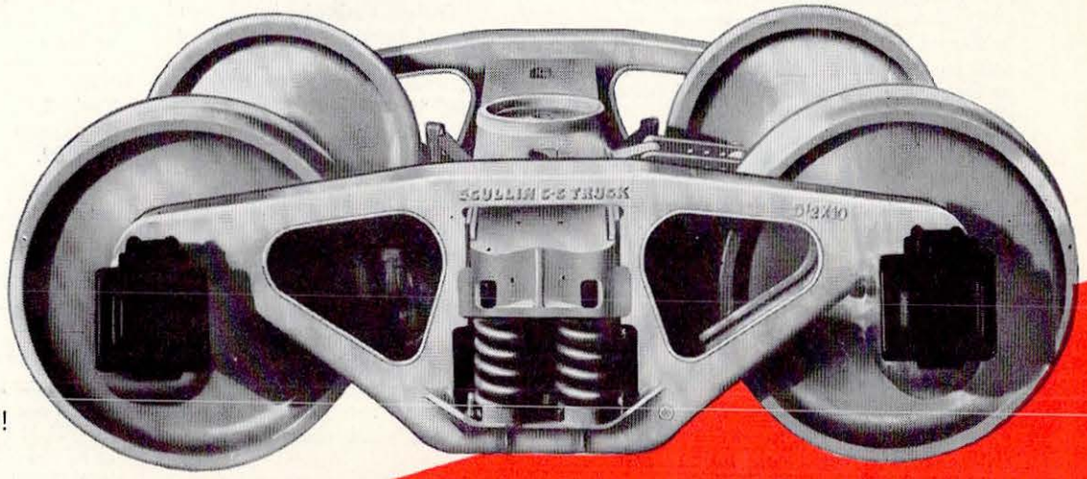


New

SEE THE

SCULLIN CONSTANT C-C CONTROL TRUCK!

See how the new C-C Truck's remarkably simple, compact, constant control assembly saves so much cost, weight and wear. See how it controls both lateral and vertical motion so efficiently, that the C-C set a Lading Damage Index ratio record of only .44 Vertical, only .43 Lateral in official A.A.R. road tests!



WRITE FOR DETAILS AND ENGINEERING DATA • SEE THE NEW C-C

STEEL CASTINGS MANUFACTURER

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CHICAGO
BALTIMORE
RICHMOND, VA

SCULLIN STEEL CO.

SAINT LOUIS 10, MISSOURI

One Standard of Quality

DEMOUNTABLE STEEL WHEELS FOR EVERY TRACK CAR

Every Fairbanks-Morse demountable steel wheel conforms to one standard of quality — the highest!

Every step from sheet steel purchase to finished wheel is under Fairbanks-Morse control and inspection. Every wheel is cold-formed in our own plant, on our own presses using our own modern dies . . . machined and finished to a design of simplicity and strength.

This control of quality is your assurance that F-M wheels are the sturdiest track car wheels on the rails today!

When you need replacement wheels in 20", 16" or 14" sizes, standardize on quality . . . standardize on Fairbanks-Morse steel wheels for longer life. Fairbanks, Morse & Co., Chicago 5, Ill.

Conform strictly to A.R.E.A. standards

FAIRBANKS-MORSE

a name worth remembering when you want the best

RAIL CARS AND RAILROAD EQUIPMENT • DIESEL LOCOMOTIVES AND ENGINES • ELECTRICAL MACHINERY • PUMPS • SCALES • WATER SERVICE EQUIPMENT • HAMMER MILLS • MAGNETOS

Tough, Durable

U·S·S WROUGHT STEEL

take severe braking and impact of

U·S·S WROUGHT STEEL WHEELS

One-Wear Freight Car Wheels

Multiple-Wear Freight Car Wheels

Passenger Car Wheels

Diesel Locomotive Wheels

Steam Locomotive Wheels

Electric Locomotive Wheels

Tender Truck Wheels

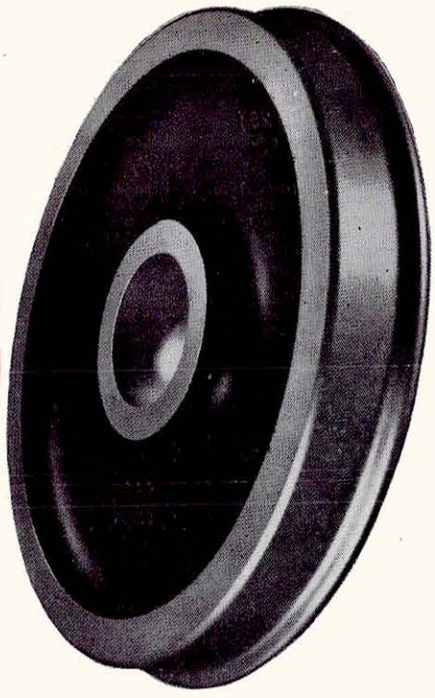
Electric Transit Wheels

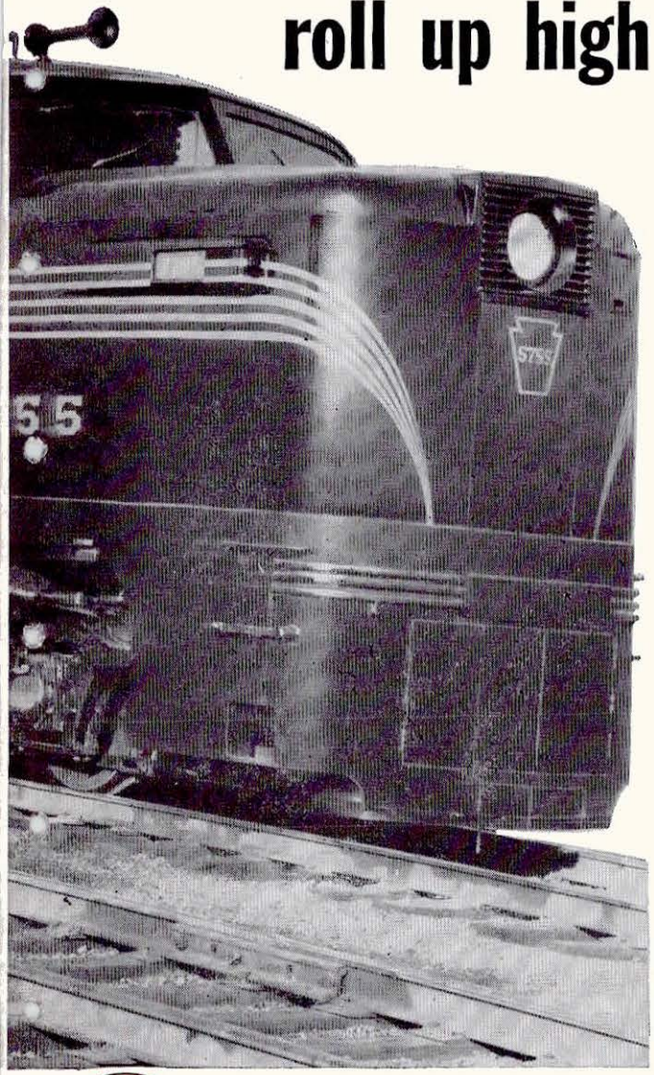
Crane Track Wheels

DIESEL WHEELS

frogs and crossovers...

roll up high mileage





TO maintain today's tight transportation schedules, trains must travel at high speeds, under heavy loads . . . and still be *safe*. They must be able to withstand the punishment of track irregularities, severe braking and impact of frogs and crossovers with minimum time out for shopping.

That's why such a high percentage of original Diesel equipment is built with U·S·S Wrought Steel Wheels!

U·S·S Wrought Steel Wheels have a reputation for dependability and long life . . . a reputation achieved by 45 years of experience in the art of making wheels for high speed passenger equipment, heavy duty freight cars, locomotive trucks, trailers and tenders.

U·S·S Wrought Steel Wheels *last* because they're made from only quality steel . . . steel that is carefully controlled in melting, forging, rolling and heat-treating. To obtain desired hardness and toughness, U·S·S Wrought Steel Wheels can be furnished either rim toughened or oil-quenched and tempered.

To make it possible to meet your requirements for wrought steel wheels more efficiently, more promptly, we have two strategically-located, complete wheel shops —one at McKees Rocks (Pittsburgh), Pennsylvania, and the other at Gary, Indiana. No other manufacturer of wrought steel wheels can offer such service!

So, the next time you order wheels for new equipment or replacements, be sure to specify U·S·S Wrought Steel Diesel Wheels. They can be furnished in 33, 36, 38, 40 and 42-inch diameters. No finer wheels are available for heavy duty applications.

USS TRADE MARK

UNITED STATES STEEL CORPORATION, PITTSBURGH • COLUMBIA-GENEVA STEEL DIVISION, SAN FRANCISCO
TENNESSEE COAL & IRON DIVISION, FAIRFIELD, ALA. • UNITED STATES STEEL EXPORT COMPANY, NEW YORK

UNITED STATES STEEL

Securities

(*Continued from page 25*)

for $3,090,000 of series D equipment trust certificates, to finance in part six diesel units and 450 freight cars costing an estimated $3,866,450 (*Railway Age*, May 18, page 192). Division 4 approved sale of the certificates for 99.009 with interest at 4 per cent—the bid of Halsey, Stuart & Co. and five associates—which will make the average annual cost of the proceeds to the road approximately 4.17 per cent. The certificates, dated June 1, will mature in 30 semi-annual installments of $103,000 each, beginning December 1, 1953. They were reoffered to the public at prices yielding from three to four per cent, according to maturity.

Security Price Averages

	June 30	Prev. Week	Last Year
Average price of 20 representative railway stocks	63.82	64.46	64.29
Average price of 20 representative railway bonds	89.49	89.14	93.98

Dividends Declared

CLEVELAND, CINCINNATI, CHICAGO & ST. LOUIS.—common, $5, semiannual; preferred, $1.25, quarterly, both payable July 31 to holders of record July 10.

COLORADO & SOUTHERN.—4% first preferred, $2, payable July 22 and September 2 to holders of record July 9 and August 21; 4% second preferred, resumed, $2, payable September 16 and December 30 to holders of record September 4 and December 18.

PHILADELPHIA & TRENTON.—$2.50, quarterly, payable July 10 to holders of record July 1.

PITTSBURGH, CINCINNATI, CHICAGO & ST. LOUIS.—$2.50, semiannual, payable July 20 to holders of record July 10.

WESTERN NEW YORK & PENNSYLVANIA.—common, $1.50, semiannual; 5% preferred, $1.25, semiannual; both payable July 1 to holders of record June 30.

WESTERN PACIFIC.—75¢, quarterly, payable August 17 to holders of record August 3.

Railway Officers

EXECUTIVE

G. M. Bruere, assistant director of research of the CHICAGO & NORTH WESTERN, has been appointed assistant to vice-president, operation, at Chicago.

G. M. Bruere

Mr. Bruere joined the North Western in 1946 as public relations representative and later served as industrial agent. He was named research assistant in 1949 and assistant director of research in 1952.

J. T. Alexander has been elected president of the HOUSTON BELT & TERMINAL at Houston. Mr. Alexander began his railway career in 1922 as a call boy for the Louisville & Nashville at Hazard, Ky., and was subsequently general yard clerk, yardmaster, assistant trainmaster, trainmaster and assistant superintendent. In 1952 he became terminal superintendent for both the L&N and the Nashville, Chattanooga & St. Louis at Nashville, Tenn.

J. T. Alexander

As *Railway Age* reported May 25, **Harold C. Langerude,** general agent of the CHICAGO & NORTH WESTERN at Washington, D.C., has been appointed assistant to vice-president, traffic, at Chicago. Mr. Langerude began his railway career in 1920 with the affiliated Chicago, St. Paul, Minneapolis & Omaha as a clerk at Spooner, Wis. He later served as assistant cashier and then cashier at a number of stations, transferring to the traffic department in 1930 as city agent at Duluth. In 1941 he was appointed general agent, freight department, at Minneapolis, and five years later was named general agent of the North Western at Cleveland, transferring to Washington in 1951.

Harold C. Langerude

E. C. Shreve, chief engineer of the WESTERN MARYLAND, has been appointed assistant to president, with headquarters as before at Baltimore.

As announced in *Railway Age* May 25, **James L. Barngrove, Jr.,** has been appointed assistant to president of the DELAWARE, LACKAWANNA & WESTERN at New York. A native of St. Louis, Mr. Barngrove was graduated from Washington University (B.A., 1929) and Yale (M.S., 1932). After summer employment on the St. Louis-San Francisco in 1926 and 1927, Mr. Barngrove joined the comptroller's department of that road at St. Louis in June 1929, later serving as clerk in freighthouses and rate clerk. He then became traffic agent of the St. Louis Southwestern and on July 1, 1933, joined the New York, New Haven & Hartford in the general manager's office, becoming assistant in the research department the following year. He was appointed superintendent car service in September 1941; assistant to general manager in January 1947; superintendent car service in October 1948, and superintendent freight transportation in January 1951, holding the latter position until his recent appointment on the Lackawanna.

James L. Barngrove, Jr.

Eric C. Hallberg, freight traffic manager of the ERIE at Chicago, has been appointed assistant vice-president in charge of rates at New York, succeeding **Alfred Blauel,** who has retired after 48 years of service.

FINANCIAL, LEGAL & ACCOUNTING

A. G. Graham has been appointed assistant freight claim agent of the ATLANTIC COAST LINE at Orlando, Fla.

John W. Ewalt, real estate agent, Eastern region, of the PENNSYLVANIA, at Philadelphia, has been named general real estate agent, succeeding **John T. Ridgely,** who has been appointed

assistant vice-president in charge of real estate and taxation. **E. E. Kinzel,** tax agent, has been appointed assistant general real estate agent. **E. H. Schwer,** assistant real estate agent at Chicago, has been named real estate agent of the Eastern region at Philadelphia. **I. F. Murphy,** auditor of disbursements, has been promoted to assistant comptroller, effective August

John W. Ewalt

1, to succeed **John Paul,** who will retire. **H. S. Thompson,** assistant auditor of disbursements, will succeed Mr. Murphy as auditor of disbursements, and **W. E. Knight,** chief clerk to comptroller, will become assistant auditor of disbursements.

Mr. Ewalt, who is 43 and a graduate of Carnegie Institute of Technology, has served in various capacities in the real estate department since 1939. He has been assistant real estate agent at Philadelphia, real estate agent at New York and Chicago, and assistant general real estate agent at Philadelphia. He became real estate agent of the Eastern region in 1951.

C. E. Crawford, assistant to general auditor of the RICHMOND, FREDERICKSBURG & POTOMAC, has retired at his own request, after over 50 years of service. **J. W. Ziesemer** and **N. O. Wash** have been appointed assistants to general auditor.

OPERATING

Roy T. Greene, general storekeeper of the ATLANTA & WEST POINT, the WESTERN OF ALABAMA and the GEORGIA, has been appointed assistant to general superintendent of those roads at Atlanta, Ga.

D. A. Rea, road foreman of engines of the BESSEMER & LAKE ERIE, has been appointed trainmaster at Greenville, Pa.

W. W. Huckeba, trainmaster of the ATLANTIC COAST LINE, has been appointed superintendent, Waycross district, with headquarters as before at Waycross, Ga., succeeding **E. H. Cook,** transferred to the Tampa district at Tampa, Fla. **A. T. McAlister,** road foreman of engines, has been appointed trainmaster, Waycross district, with headquarters as before at Waycross.

J. P. Strickland has been appointed superintendent of the Norfolk division of the VIRGINIAN at Victoria, Va., succeeding **A. G. Garrett,** who has retired at his own request. The position of assistant superintendent, formerly held by Mr. Strickland, has been abolished.

T. A. Seymour, Jr., has been appointed trainmaster of the Hudson and Mohawk divisions of the NEW YORK CENTRAL.

Harry J. Page, trainmaster, BOSTON & MAINE, has been appointed assistant superintendent, Terminal division, with headquarters as before at Boston. It was erroneously reported in *Railway Age* June 29 that Mr. Page had been appointed superintendent of the Terminal division.

W. A. Noell, supervisor of wages and working conditions of the NORFOLK & WESTERN, has been appointed superintendent, Radford division, with headquarters as before at Roanoke, Va., succeeding **S. J. Hale,** who has been named assistant manager of roadway maintenance. **C. H. Hale,** trainmaster, Radford division, has been promoted to assistant superintendent Scioto division at Portsmouth, Ohio, succeeding **Ashburne Oliver,** who replaces Mr. Noell as supervisor of wages and working conditions. **M. E. Bowman,** assistant trainmaster at Portsmouth, has been named trainmaster, Scioto division, succeeding **A. F. Wilson,** transferred to the Radford division. **H. L. Scott,** assistant to superintendent transportation, has been named assistant superintendent transportation, with headquarters as before at Roanoke, succeeding **E. M. Dickerson,** who has retired after 40 years of service.

Charles E. Smith, assistant to general superintendent transportation of the UNION PACIFIC at Omaha, retired June 30. Named to succeed him is **Fred F. Getsfred,** supervisor train schedules at that point.

The CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC has transferred trainmasters **Paul Bridenstine** from Mobridge, S.D., to Sioux City, Iowa; **W. M. Freund** from Sioux City to Savannah, Ill.; **N. W. Soergel** from Savannah to Austin, Minn.; **J. W. Stuckey** from Austin to St. Maries, Ida.; and **L. H. Walleen** from St. Maries to Mobridge.

TRAFFIC

A. T. Peterson, assistant freight traffic manager of the SOO LINE at Chicago, has been appointed freight traffic manager (sales), Eastern district, at that point. **H. E. Benson,** freight traffic manager (sales) at Minneapolis, has been named freight traffic manager (sales), Western district, there.

G. W. R. McClelland, assistant industrial agent in the joint industrial department of the SOUTHERN PACIFIC and the PACIFIC ELECTRIC at Los Angeles, has been appointed industrial agent.

J. Herbert Hayghe, assistant to freight traffic manager of the SOUTHERN, has been appointed assistant general freight agent, with headquarters as before at Washington, D.C., succeeding **G. W. Lindsay,** resigned.

L. A. Ebert, general agent of the ILLINOIS TERMINAL, has been promoted to the newly created position of assistant general freight agent at Minneapolis. **Donald W. Ward** succeeds Mr. Ebert as general agent at Minneapolis.

Russell Kennedy, traveling freight agent of the BALTIMORE & OHIO, has been appointed district freight representative, with headquarters as before at Birmingham, Ala., succeeding **C. E. Bradley,** who has retired after more than a quarter-century in that position, and 40 years with the B&O.

J. W. Stewart, assistant to vice-president—freight traffic of the READING, has been appointed general coal freight agent at Philadelphia, succeeding **B. C. Cassel,** who has been named office manager, president's office.

N. W. Patterson and **L. B. Outlaw, Jr.,** have been appointed agricultural and livestock agents of the ATLANTIC COAST LINE at Valdosta, Ga., and Rocky Mount, N. C., respectively.

Milton N. Luthi, assistant general passenger agent of the PENNSYLVANIA at Chicago, has retired. Transferred to succeed him is **Charles R. James,** assistant general passenger agent at St. Louis, who in turn has been succeeded by **William L. Wright, Jr.,** division passenger agent at Cleveland. **Carl S. Herr,** division passenger agent at Columbus, Ohio, has been transferred to Cleveland, to succeed Mr. Wright. Named to replace Mr. Herr is **Charles W. Linker,** division passenger agent at Buffalo, N.Y., who in turn has been succeeded by **J. W. Miller, Jr.,** district passenger agent at New Haven, Conn. **Henry G. Allyn, Jr.,** has been appointed district passenger agent at New Haven, to succeed Mr. Miller.

William John Siering, assistant traffic manager of the MISSOURI PACIFIC at Detroit, has been promoted to western traffic manager at San Francisco, succeeding **J. J. Kavanaugh,** who has retired. Mr. Siering has been succeeded at Detroit by **Charles Hofer,** general agent at New York. Mr. Siering

(*Continued on page* 34)

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GENERAL ELECTRIC

(*Continued from page* 31)
began his railroad career with the MP in 1923 as stenographer in the office of auditor of freight receipts, and subsequently served as secretary to assistant freight traffic manager; secretary to assistant vice-president and to chief traffic officer, and supervisor of the freight traffic office. In 1940 he was appointed general agent at Seattle; was transferred to San Francisco in 1943; and was named assistant traffic manager at Detroit in 1945.

Mr. Hofer began railroad service in 1920 in the New York traffic office of the Central Vermont. In 1929 he joined the MP as freight traffic representative, advancing to commercial agent in 1940 and to general agent a year later.

George R. Powe has been appointed chief mining geologist of the NORTHERN PACIFIC at St. Paul. **V. A. Giles,** chief geologist, has been named consulting geologist at Billings, Mont.

Joseph B. Murphy, assistant general agent of the BOSTON & MAINE, has been appointed general agent, with headquarters as before at Boston, succeeding **Manley P. Barber,** who retired June 30 after 60 years of service with that road.

W. H. Kuhls, coal traffic manager of the CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC, at Chicago, has been appointed coal traffic manager and assistant to freight traffic manager there.

MECHANICAL

Paul S. Winter, master car builder of the BESSEMER & LAKE ERIE at Greenville, Pa., has retired after 50 years of service; the title has been discontinued. **Arnold Myers,** assistant master car builder, has been appointed superintendent car department.

Melvin R. Wilson, master mechanic of the CHICAGO, ROCK ISLAND & PACIFIC at Silvis, Ill., has been promoted to general superintendent motive power at Chicago, succeeding **Fred J. Schleihs,** who has retired. Named as assistant general superintendent of motive power at Chicago is **John D. Loftis,** succeeding **Marion C. Sharp,** who has been promoted to superintendent motive power at El Reno, Okla. Mr. Sharp succeeds **Clarence H. Gray,** who has been named master mechanic, Rock Island and Chicago divisions.

P. I. Isaacson, assistant engineer shop extensions of the ATCHISON, TOPEKA & SANTA FE at Topeka, Kan., has been promoted to engineer shop extensions, succeeding **B. P. Phelps,** retired. Mr. Isaacson has been succeeded by **E. J. Kelly,** supervisor of tools at Topeka.

W. W. Landmesser, diesel locomotive supervisor of the MINNEAPOLIS & ST. LOUIS at Minneapolis, has been promoted to superintendent of the mechanical department, succeeding the late **R. C. Goebel.** Named as assistant superintendents, mechanical department, are **J. B. McElwain** and **A. R. Kniss,** road foremen of engines at Minneapolis and Marshalltown, Iowa, respectively. Mr. Landmesser entered M&StL service in 1922 as call boy at Oskaloosa, Iowa, becoming a roundhouse clerk in 1923 and apprentice machinist in 1927. In 1936 he became machinist at Minneapolis; in 1943 was promoted to supervisor of motorized equipment, and in 1946 became diesel supervisor.

W. A. Brule, Jr., general locomotive foreman of the ST. LOUIS SOUTHWESTERN at Tyler, Tex., has been appointed master mechanic at Pine Bluff, Ark.

ENGINEERING

Ralph R. Smith, assistant engineer maintenance of way, Lines West, NEW YORK CENTRAL, at Cleveland has been appointed assistant chief engineer maintenance of way at New York, and **Thomas F. McCabe,** office assistant to chief engineer maintenance of way at New York, has been promoted to chief of management services. **Anthony J. Flanagan,** assistant engineer at New York, has been appointed office engineer. **William J. Kernan,** division engineer at Albany, has been named assistant engineer maintenance of way, Lines East, at Syracuse. **Kenneth E. Dunn,** division engineer—special duty at New York, has been promoted to industrial engineer. **William Hayduk,** assistant supervisor bridges and buildings, has been named bridge and building engineer at New York.

A management services group within the maintenance of way department is being created further to streamline functions of the department. **William J. Haggerty,** traveling storekeeper at Collinwood, Ohio, has been named supervisor of inventory control; **Harry L. Buhler,** chief clerk in the maintenance of way department, becomes supervisor of personnel, with headquarters as before at New York; and **William E. Heinchon,** maintenance of way accountant at New York, has been promoted to supervisor of budgets and statistics.

S. J. Hale, superintendent, Radford division, of the NORFOLK & WESTERN at Roanoke, Va., has been appointed assistant manager of roadway maintenance, a new position.

SIGNALING & COMMUNICATIONS

William M. Whitehurst, assistant signal engineer of the CENTRAL OF GEORGIA, has been promoted to signal engineer, with headquarters as before at Macon, Ga., succeeding the late **E. B. DeMeritt. Thomas E. Gates,** telephone and telegraph inspector, has been appointed superintendent communications at Macon, succeeding **R. M. Hitchcock,** retired (*Railway Age,* June 15). **John H. Walton,** communications engineer, has been promoted to assistant superintendent communications. Mr. Whitehurst was born in Dublin, Ga., and joined the CofG as a student while attending Georgia Institute of Technology. He became assistant signalman in October 1925; signal draftsman in September 1926; circuit draftsman in February 1930; signal inspector in September 1939, and assistant signal engineer in April 1948.

Mr. Gates, born in Lizella, Ga., also attended Georgia Institute of Technology. He joined the CofG signal department at Macon in 1942, becoming telephone and telegraph maintainer in January 1943 and telephone and telegraph inspector in October 1951.

Leslie B. Porter, superintendent telegraph and signals of the CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC, at Chicago, retired June 30. Mr. Porter began his railroad career in 1906 as signalman for the Union Pacific, and worked for the Wabash and the Rock Island before joining the Milwaukee in 1910 as chief draftsman and general inspector. From 1913 to 1930 he was assistant signal engineer, advancing to signal engineer in the latter year, and becoming superintendent telegraph and signals in 1933.

Ross L. Bush has been appointed assistant signal engineer of the CHICAGO & NORTH WESTERN at Chicago.

OBITUARY

Isaac W. Geer, retired chief engineer of the PENNSYLVANIA's Western region, died June 20 at his home in Chicago.

John Herbert Faulkner, retired auditor and secretary, operating committee, of the UNION BELT, at Detroit, died June 20 at Oakwood Boulevard Hospital, Dearborn, Mich.

R. C. Goebel, 61, superintendent of the mechanical department of the MINNEAPOLIS & ST. LOUIS at Minneapolis, died June 9. Mr. Goebel joined the M&StL in 1922 as draftsman and was appointed assistant mechanical engineer in 1926, assistant to general master mechanic in 1935, general master mechanic in 1940, and mechanical superintendent in 1945.

E. B. DeMeritt, signal engineer of the CENTRAL OF GEORGIA, at Macon, Ga., died June 8. Mr. DeMeritt was born at Bath, N.H., January 11, 1884, and attended Brown University (B.S., 1907). After service with the Union Switch & Signal Company, the New York Central, the Maine Central and the Illinois Central, he joined the CofG in 1914 as assistant engineer, becoming signal engineer in 1919.

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THE two most important reasons for roller bearings on railroad journals are to end hot boxes and cut costs. If you can't count on them for that, incidental advantages lose their value. The Timken® tapered roller bearing is the *one* bearing you can trust to eliminate the hot box problem and cut maintenance costs. Here's why:

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2) *No lateral movement within the bearing.* Free lateral movement within straight roller bearings pumps lubricant through the seal and out the journal box, draws dirt and water in. And due to high unit pressures in roller bearings, free lateral movement can cause scuffing of rollers and races, shortening bearing life. Free lateral movement also makes it necessary to use auxiliary devices to take thrust loads. The taper in Timken bearings prevents free lateral movement. There's no pumping action, no scuffing, no need for extra thrust devices to complicate lubrication and run up maintenance costs.

This helps end the hot box problem, means less maintenance, less lubricant and longer bearing life.

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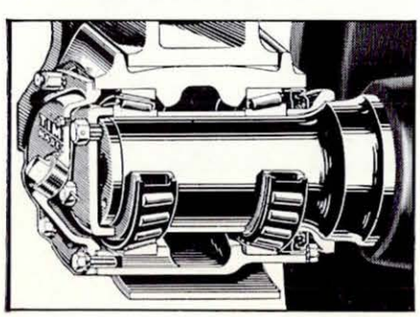

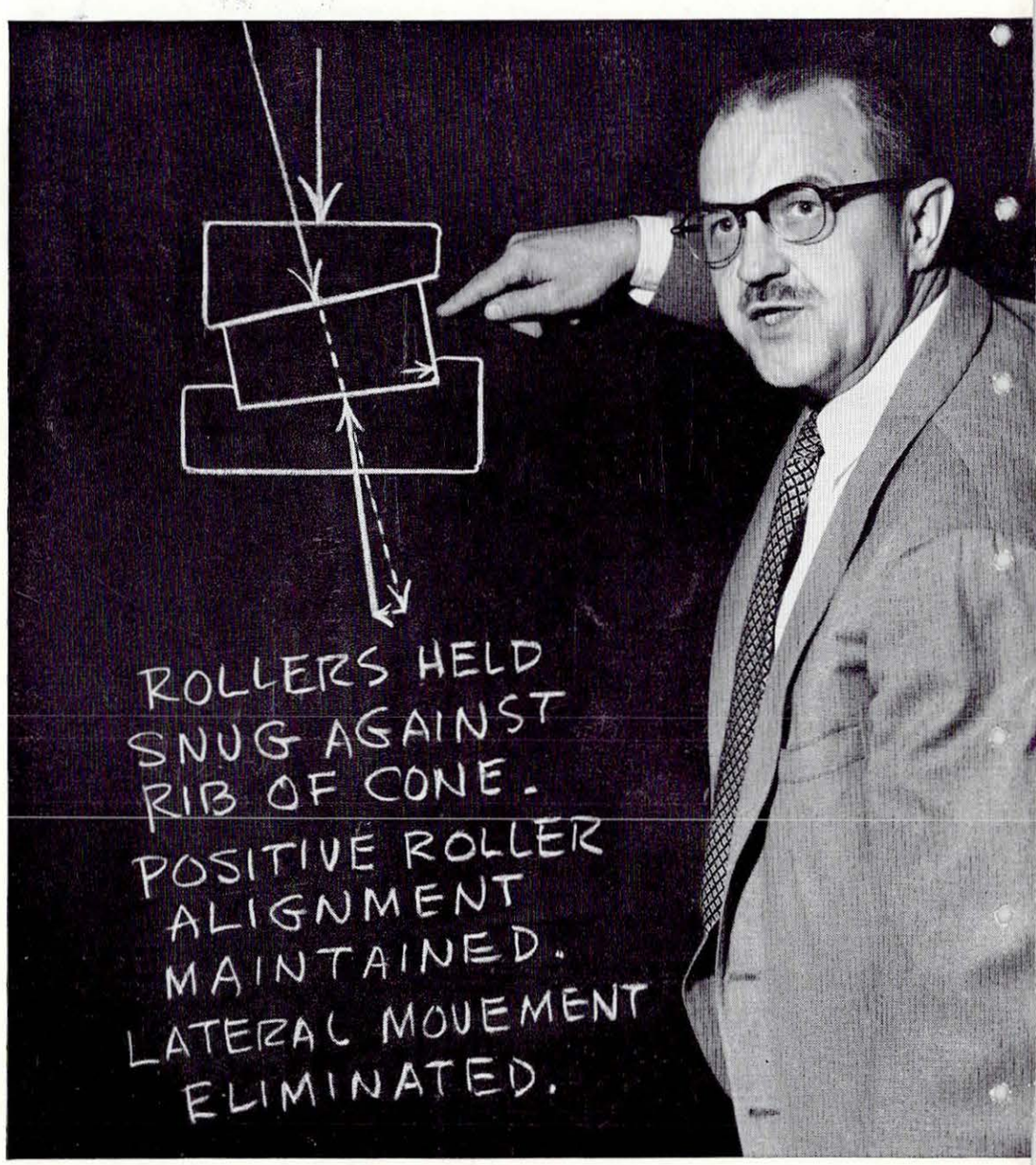

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